

# Warehouse District Heritage Streets Project



## Task Force Meeting #2

*February 3<sup>rd</sup>, 2011*

City of Minneapolis CPED

City Hall - Room 103

2:00 - 4:00pm



# Meeting Agenda

- **Introductions and Roles**
  - *Design Team and City staff*
  - *Task Force Members*
- **Project Schedule**
  - *Meetings with Task Force*
- **Review of Precedent Case Studies**
  - *Summary of Precedent Studies.*
- **Summary of Analysis**
  - *Review Design Issues and Planning Assumptions*
- **Heritage Streets Concept Plan**
  - *Heritage Street Concept Plans*
- **Questions and Comments**
- **Next Steps**



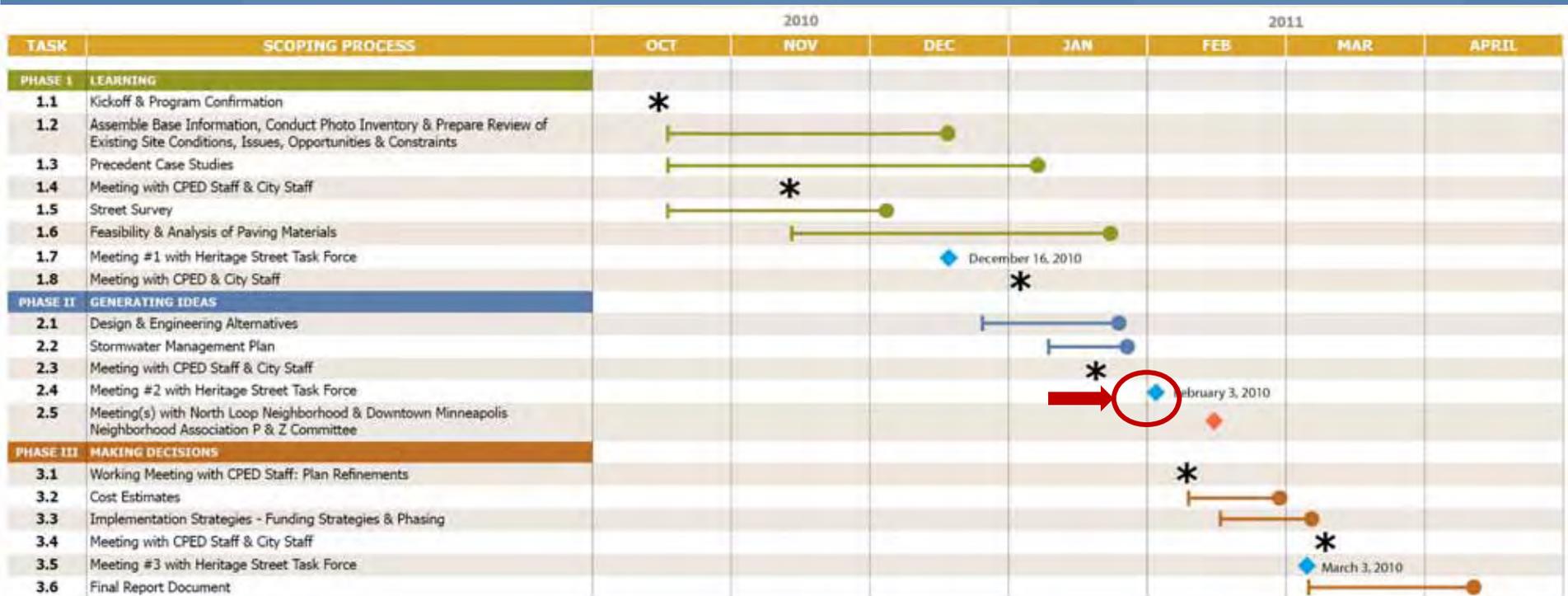
# Introductions

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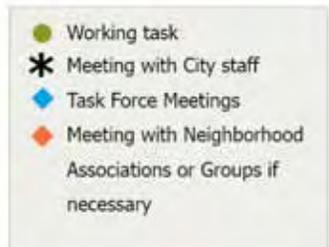
## ■ Project Team

- **John D. Slack** *Bonestroo*
- **Phil Gravel** *Bonestroo*
- **Tammy Lindberg** *Lindberg Consulting*
- **Carol Zellie** *Landscape Research*
- **Beth Elliot**, Project Manager, *CPED*
- **Brian Schaffer** *CPED*

# Project Schedule



Would like to suggest a final meeting the 3<sup>rd</sup>, 4<sup>th</sup> or 5<sup>th</sup> Week of March.



# Historic Context





Henn. Avenue – 1<sup>st</sup> Street towards Washington



1st Avenue N – Looking towards 4<sup>th</sup> Avenue



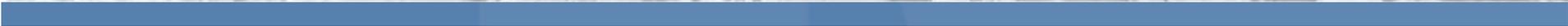
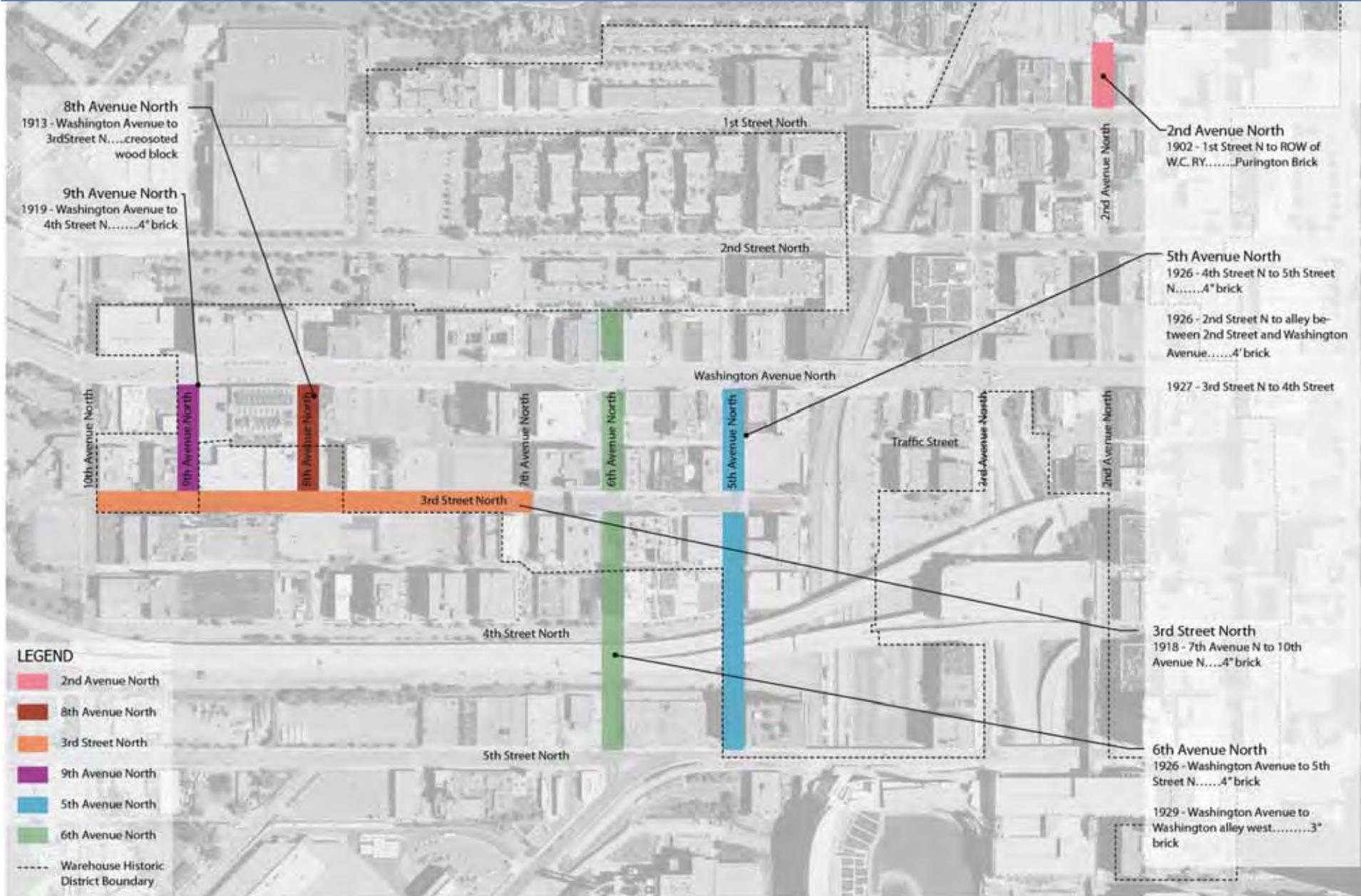
3<sup>rd</sup> Street at 14<sup>th</sup> Avenue –  
Wood block pavers



1st Avenue N – 4<sup>th</sup> Street towards Washington



1st Avenue N and 4<sup>th</sup> Street – Looking towards 6<sup>th</sup>



# Precedent Case Studies

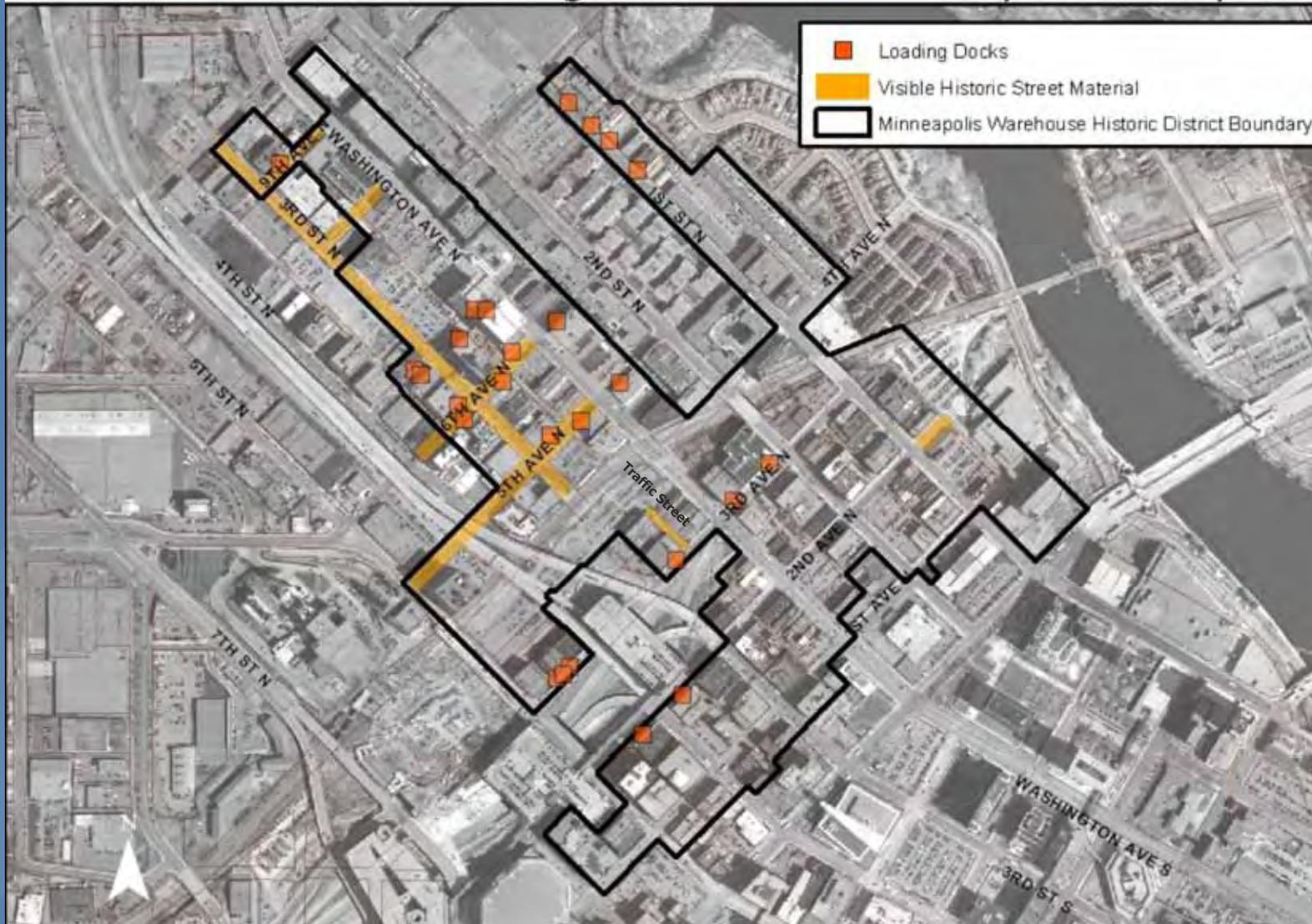


# Summary of Analysis



*Review Design Issues and Planning Assumptions*

# Warehouse District Heritage Streets Project – Study Area



# Planning Assumptions

## Existing ROW's (Rights-of-Way).

- The existing ROW's for the primary streets defined in the study vary in width. It appears that the width of the ROW's will not impact the proposed improvements but need to be considered when making design decisions related to pedestrian accessibility, road widths, on-street parking, loading docks and preservation of view corridors.
- Minneapolis Warehouse Historic District Design Guidelines (February 23, 2010)

### *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*

- 1.9. The location and width of existing street and alley rights-of-way shall be preserved in place and canopies dating from the period of significance shall be preserved and retained.
- 1.10. Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.

### *Design and Materials for the Public Realm:*

- 1.29. Reconfiguring of public right-of-way to make infrastructure more pedestrian or other transportation modal friendly is appropriate as long as the historic features are not removed, the visual corridor is not interrupted and the spatial relationships of the district are not affected.
- 1.30. Right-of-way designs that narrow vehicular drive lanes to accommodate wider public sidewalks and retain the full size and configuration existing loading docks are encouraged.

## Street Design

- The design concepts for the streets within the project area will conform to City of Minneapolis and MSA design standards. We will rely on recommendations and policies defined in the following documents.
- MSA Street Design Guidelines. A majority of the streets within the project area are MSA (Municipal State Aid) routes and should be designed in accordance.
  - MSA Streets can be designed with 11' drive lanes, 2' curb reaction distance and 8' parking lanes within the project area.
  - Only 8th Avenue N and 9th Avenue N are not MSA streets.
- Access Minneapolis
  - Ten Year Transportation Plan – Washington Avenue is identified as a Commercial Corridor.
  - The Ten Year Transportation Plan defines 8th Avenue N and 9th Avenue N as Local Streets that can be designed with 9' drive lanes and 7' parking lanes.
- Multi-modal planning considerations
- Parking
  - On-street parking in the project area is primarily non-metered.
  - On-street parking meters occur along Washington Avenue, 2<sup>nd</sup> Avenue and the section of 5<sup>th</sup> Avenue (3<sup>rd</sup> Street N to 5<sup>th</sup> Street N)

- The Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies two specific street designations that need to be considered as part of the street design. These designations are defined below:
  
- **Commercial Streets:** *In most cases commercial streets represent the traditional development patterns of downtown Minneapolis where the buildings developed a public facade by locating primary entrances along all the street facing facades and used the alleys for the loading and distribution of goods. These streets include all streets not designated as freight streets. The only designated commercial street in the project area is 3rd Street N.*
  
- **Freight Streets:** *Freight streets are indicative of the change in building orientation due to the block's adjacency to rail spur lines. These streets possess the non-rail freight distribution infrastructure of loading docks and canopies. Building access along these streets is traditionally less public and more commercial or industrial in nature.*
  
- Freight Streets in the project area include:
  - 9th Avenue N - Washington to 3rd Street N
  - 8th Avenue N - Washington Avenue to alley between Washington and 3rd Street N
  - 7th Avenue N - Washington Avenue to alley between 3rd Street N and 4th Street N
  - 6th Avenue N - Alley between Washington Avenue and 2nd Street N to alley between 3rd Street N and 4th Street N

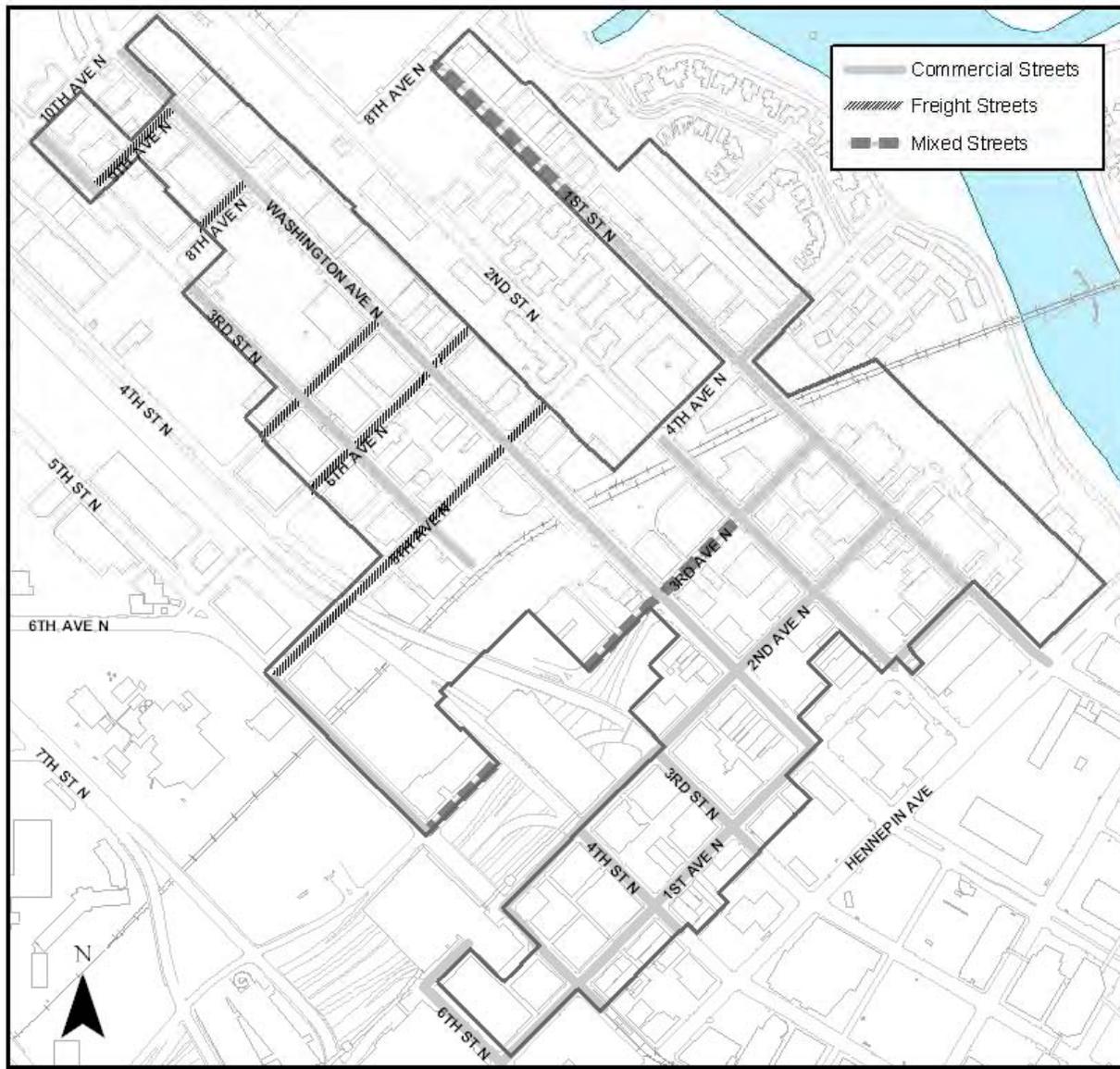
- 5th Avenue N - Alley between Washington Avenue and 2nd Street N to 5th Street N

■ *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*

- 1.12. On commercial streets, Street Design: The main aspects for consideration when improving a commercial street shall include provisions for amenities that further pedestrian activity and building access.

■ *Design and Materials for the Public Realm:*

- 1.31. All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.



- Map of Commercial, Freight, & Mixed Street System
- **Minneapolis Warehouse Historic District Design Guidelines – February 23, 2010**

## Universal Design and ADA Accessibility

- Design should incorporate ADA accessibility guidelines and policies. The design for the streets and infrastructure within the project area will define improvements within the public ROW to improve access to all modes of transportation. We will rely on recommendations and policies defined in the following documents:
  - ADA Standards for Accessible Design (Department of Justice)
  - Access Minneapolis
  - Universal Building Code
  - Accessibility guidelines related to MSA Standards
  - Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010)
  - *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
    - 1.18. On all streets, the narrowing of vehicular right-of-way to accommodate sidewalks around loading docks to create more pedestrian friendly activity is encouraged.
    - 1.19. On mixed and freight streets, the addition of railings or the alterations to the slope of the loading docks is appropriate to create an accessible, pedestrian-friendly environment.
  - *Design and Materials for the Public Realm:*
    - 1.31. All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.

## Historic Preservation of Loading Docks and Infrastructure

- The design concepts for the historic infrastructure within the project area will define improvements. The design options will also look at concepts to enhance and preserve historic infrastructure within the public ROW areas. We will rely on recommendations and policies defined in the following documents:
  - North Loop Small Area Plan
  - Minneapolis Warehouse Historic District Design Guidelines
  - HPC Guidelines
- A majority of the loading docks within the project area are functional and are still being utilized for shipping and receiving.
- General structural condition of the loading docks within the project area are considered in fair to good condition based on a visual analysis (from a structural engineer)
- Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to Loading Docks.
  - *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
    - 1.11. Loading docks and canopies dating from the period of significance shall be preserved and retained.
    - 1.14. On freight streets, Street Design: The main aspects to be considered when improving freight streets shall include the preservation of historic loading docks and canopies to reflect their service function and proper management of vehicular and service access to the property.
    - 1.18. On all streets, the narrowing of vehicular right-of-way to accommodate sidewalks around loading docks to create more pedestrian friendly activity is encouraged.
    - 1.19. On mixed and freight streets, the addition of railings or the alterations to the slope of the loading docks is appropriate to create an accessible, pedestrian-friendly environment.

### Condition of existing pavements.

- The design concepts for the streets within the project area will define areas of pavements to preserve and enhance.
- It is estimated (through a variety of different paving tests and research information) that we can expect up to a minimum of 15% - 20% paver loss due to the removal process.
- Streets within the project area have an average of 30%-52% of patching (variety of different materials including bituminous and concrete) of existing historic pavements.
- Based on visual inspection (by project team members including paving contractor, historic preservationist, civil engineer, landscape architect and notes provided by Public Works Staff) it is estimated that 85% - 90% of visible pavements are in fair to good condition.
- Existing Historic Pavements
  - *Existing quantity of pavers in the project area*
    - A rough estimate is that there are 173,200 sf. of pavers in the project area
    - Of this total we can expect to lose approximately 15%-20% of those pavers during removal for a salvageable quantity somewhere in the range of 147,203 sf. to 138,560 sf.
    - There is an estimated quantity of 18,000 sf. of historic pavers on 6th Avenue N (between 4th Street N and 5th Street N) that is outside of the district and should be removed, cleaned and reused with the district. A usable quantity of these pavers will be in the range of 14,400 sf. to 15,300 sf.
    - There is an estimated 63,115 sf. of historic pavements that has been covered with patching.
    - The proposed concepts presented today estimate about 165,800 sf. of historic pavements. Based on the salvageable pavers that can be reused (including the extra pavers from 6th Avenue) there is an estimated shortfall of roughly 12,800sf. of pavers.



- Costs to remove the patching materials from historic pavements is estimated at about \$.85 - \$1.10 (prevailing wage scale). The estimated 63,115 sf. of historic pavements that has been covered with patching would cost an estimated \$53,647 to \$69,426 to clean.
- Estimated costs to remove and replace historic pavements is estimated at \$5.50 to \$8.00 not including base materials.
- Sub-base materials (sand and aggregate) for the existing roadways is generally in poor condition (based on visual inspections of the roadways) and would need to be replaced as part of any street reconstruction project.
- Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to Loading Docks.

*- Design and Materials for the Public Realm:*

- 1.22. Original historic street paving materials shall be maintained and preserved.
- 1.33. Replacement of historical paving materials will be considered if evidence is produced that the materials are too deteriorated to repair. A compatible substitute material will be considered if using historical materials is not technically or economically feasible.

## Livability and Neighborhood Greening.

- The design concepts for the streets and infrastructure within the project area will define areas to enhance neighborhood livability and incorporate street trees within the public ROW areas. We will rely on recommendations and policies defined in the following documents:

### North Loop Small Area Plan

- Access Minneapolis

- City of Minneapolis Bikeways Master Plan (August 2010)

- 10<sup>th</sup> Avenue N is designated Bikeway (2 striped lanes) – collector bikeway classification
    - 5<sup>th</sup> Avenue N designated on-street bike lane with Shared use path – neighborhood bikeway classification

- Access Minneapolis Street Design Guidelines

- 6<sup>th</sup> Avenue N is defined as a Neighborhood Connector Street – collector street classification
    - 10<sup>th</sup> Avenue N is defined as a Industrial Connector - collector street classification
    - Washington Avenue is defined as a Activity Area Street – A Minor Arterial classification
    - All other streets in project area are designated as City streets

- North Loop Neighborhood Design Guidelines

- North Loop Neighborhood Street Tree Master Plan

- Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to neighborhood livability.

- *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*

- 1.20. On commercial and mixed streets, where possible, add street trees, street amenities, pedestrian lighting and other features that further pedestrian activity and building access.

- *Street Landscape, Parks & Open Spaces:*

- 1.35. Street trees shall not be located directly in front of entrances of historic buildings.

- 1.36. The location of street trees shall be centered within or between bays of buildings.

- 1.39. Landscape grass strips, planting beds, and grass boulevards are not recommended in most locations within the district. These features will be considered on a case by case basis.

## Stormwater Management

- The design concepts for the streets and infrastructure within the project area will incorporate ideas for stormwater management within the public ROW areas. We will rely on recommendations and policies defined in the following documents:
  - City of Minneapolis standards
  - MWMO (Mississippi Watershed Management Organization) Standards
  - Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to stormwater management.
    - *Design and Materials for the Public Realm:*
      - 1.34. New or replacement paving materials that help with storm water management will be considered.
  - City of Minneapolis stormwater management requirements call for:
    - Rate control to existing conditions for the 2-year, 10-year, and 100-year, 24-hour storm events.
    - Removal of 70% of total suspended solids from the stormwater prior to leaving the site. Best management practices must be designed for the 1.25-inch rain event.
  - Mississippi Watershed Management Organization (MWMO) proposed minimum standards call for:
    - Rate control to existing conditions for the 2-year, 10-year, and 100-year, 24-hour storm events.
    - Removal of 90% of total suspended solids from the stormwater prior to leaving the site.
    - On-site retention of the runoff generated from one inch of rainfall over the impervious surfaces of the site, using a runoff coefficient of 0.9.

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### **Maintenance.**

- The design concepts for the streets and infrastructure within the project area will consider maintenance implications and the current practices and policies defined by Minneapolis Public Works staff.

# Prioritization List

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The Prioritization List is the handy, short-form of the Warehouse District Heritage Streets Plan. This list includes a majority of all of the remaining brick streets within the Warehouse Historic District, their prioritization for preservation in categories one through three, and some short explanations about the extent of preservation for each category.

## **Recommendations to Preserve Heritage Streets**

In forming the plan methodology and recommendations a series of assumption regarding the preservation of Heritage streets.

**Assumption 1:** Streets that meet recommendations of previous planning studies are strong candidates for preservation.

**Assumption 2:** Streets that meet period of significance (1865 -1930) for the Warehouse District are stronger candidates for preservation.

**Assumption 3:** Heritage Streets in good condition (no damaged pavers and no pavement heaving) with few patches are stronger candidates for preservation.

# Prioritization List

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**Assumption 4:** Streets with poor structural condition and drainage issues are good candidates for repair and preservation.

**Assumption 5:** Streets that will require utility work in the future to support redevelopment are good candidates for repair and preservation.

Streets with large numbers of new utilities below them are poor candidates for preservation.

**Assumption 6:** Streets with historic loading dock areas and a higher percentages of "contributing" structures with good architectural integrity are good candidates for preservation.

# Prioritization List

## Recommendations to Preserve Warehouse District Heritage Streets Brick Streets

Three categories were created, ranging from restoration recommendations to identifying those which merit further comment from the Minneapolis HPC.

### *Recommended Categories:*

**Category One:** These Warehouse District Heritage Streets are so important to the Warehouse District that they should be restored to their original appearance with modifications to improve accessibility.

These bricks should be replaced and the disturbed areas restored to their former appearance. Additional efforts should be made to actually restore these Heritage streets when funds are available.

- *Traffic Street*
- *6th Avenue N*
- *8th Avenue N*
- *2nd Avenue N*
- *3rd Street N*

**Category Two:** These streets are important enough to merit preservation, but not so important as to merit restoration. These bricks should be replaced and the disturbed areas restored to their former appearance.

- *9th Avenue N*

**Category Three:** Streets should go to the Minneapolis Heritage Preservation Commission for further comment before resurfacing or repairs commence due to the questionable potential for preservation.

- *5th Avenue N*

# Heritage Street Concepts



Existing Photos



1 Excessive areas of road patching between 9th and 10th Avenue



2 Wider R.O.W. offers opportunities to reduce road width or provide on street bike lanes.



3 Extensive areas of exposed pavers  
 • pavers in fair condition  
 • extensive areas of settling  
 • large areas of utility cuts with bituminous overlay



4 Complete sidewalk construction along 3rd Street N at 9th Avenue



5 Existing sidewalk in fair to poor condition



6 Existing curb and sidewalk in fair to poor condition  
 • areas of standing water



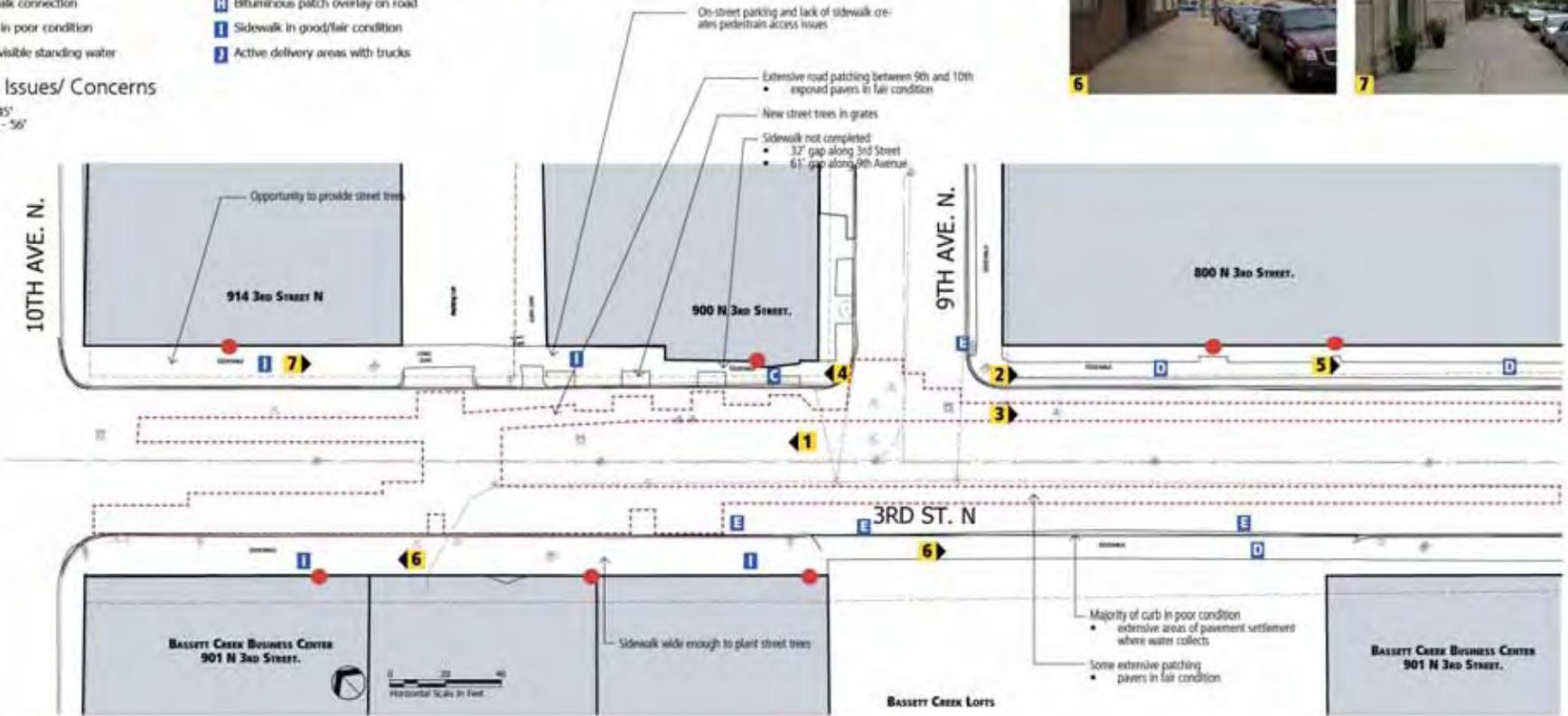
- A Concrete loading dock not ADA Accessible
- B No pedestrian ramp
- C No sidewalk connection
- D Sidewalk in poor condition
- E Areas of visible standing water

- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door

Existing Issues/ Concerns

R.O.W. - 82.45'  
 Street Width - 56'  
 ADT - 1700



Areas of street patching - Approximately 9,900 sf

## Existing Photos



1 Excessive areas of road patching. Paver settling causes water to collect in certain areas. Variety of different materials has been used in patching.



2 Wide ROW offers the opportunity to adjust lane widths and sidewalk areas.



3 Most sidewalks in poor condition throughout this section of 3rd Street N.



4 Sidewalks in poor condition and unfriendly to pedestrians. Most walks not ADA accessible.



5 Damaged pavers adjacent to utilities.



6 Sidewalks and infrastructure in poor condition.

- A Concrete loading dock not ADA Accessible
- B No pedestrian ramp
- C No sidewalk connection
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- F Multiple driveways create pedestrian/vehicular conflict
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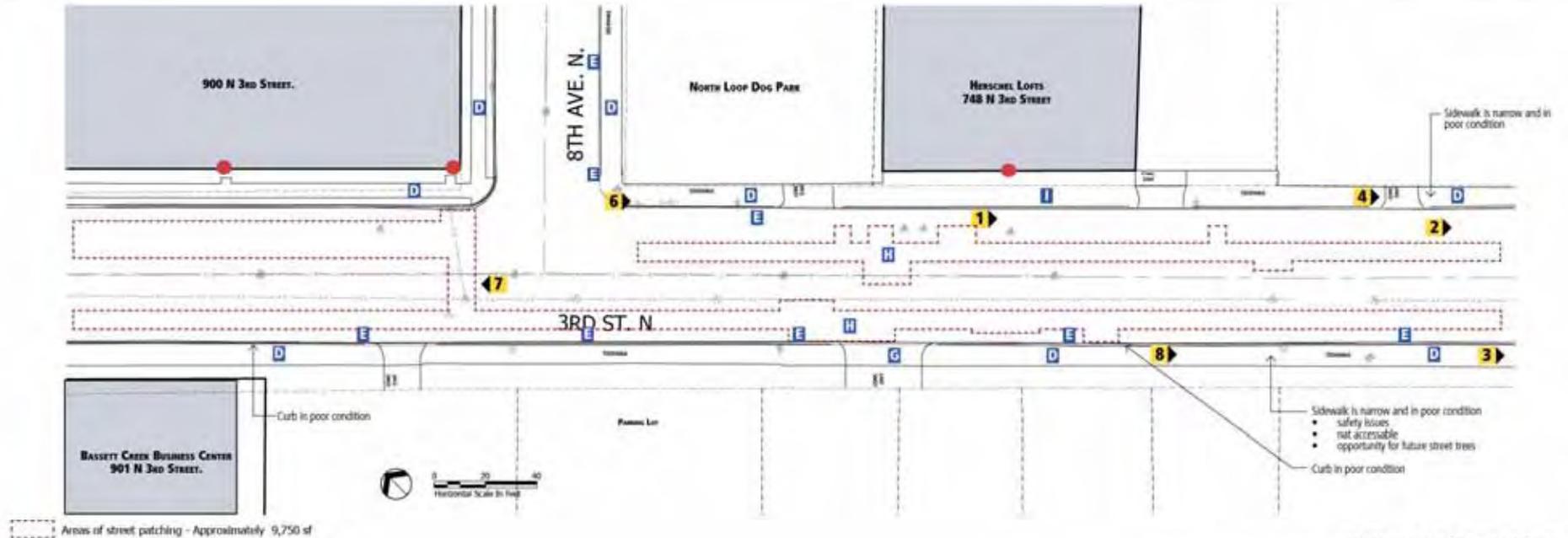
7 Some areas of pavers along this section of road are in good condition.



8 Sidewalks in poor condition and not accessible.

## Existing Issues/ Concerns

R.O.W. - 82.45'  
Street Width - 56'  
ADT - 1,700



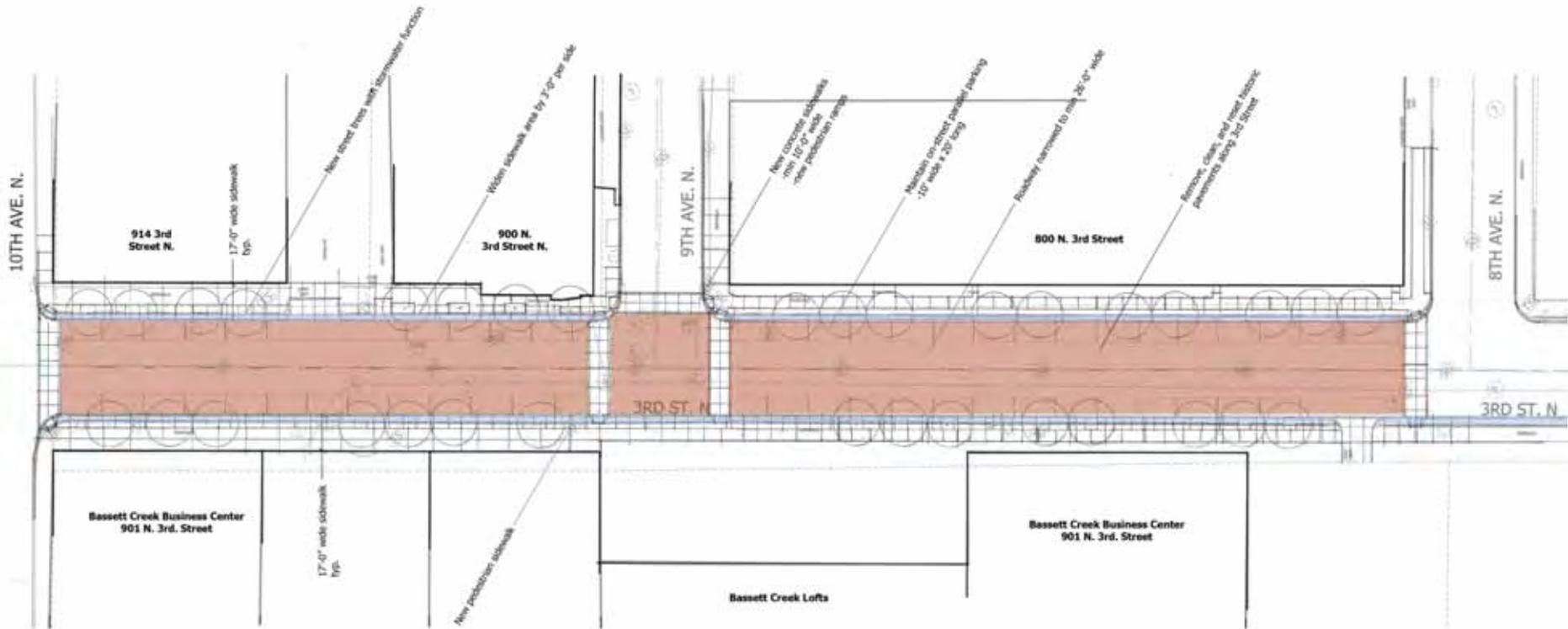
3rd Street Existing Conditions  
**WAREHOUSE DISTRICT HERITAGE STREET PLAN**

# 3rd Street North (10th Avenue N to 8th Avenue North)

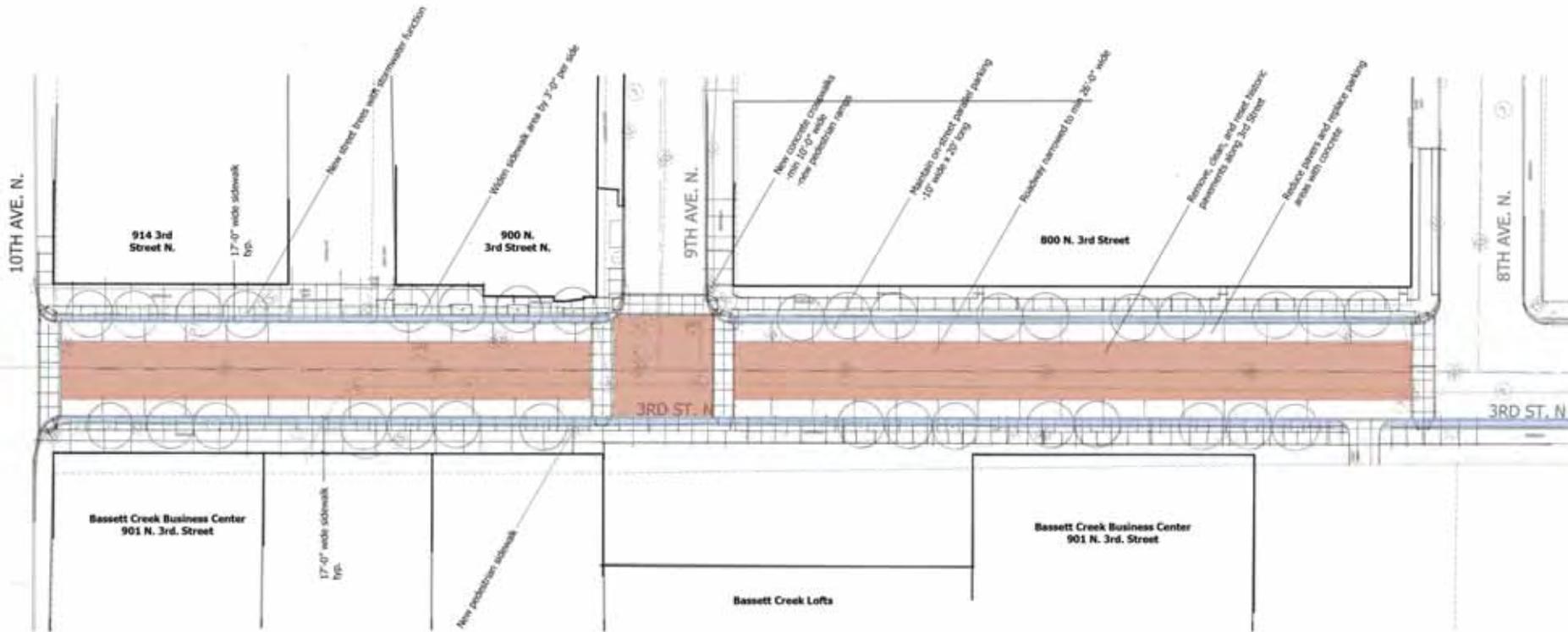
- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 56' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 65% of the historic street pavement is exposed and roughly about 35% of the pavement is covered with bituminous patching.
  - Many visible areas of pavement settling that collect stormwater
  - Estimated 75% of visible pavement appears to be in good condition
- Sidewalks on both sides on the street between 10th Avenue and 9th Avenue are in fair condition. Sidewalk on the north side of the street is interrupted by numerous driveways leading to parking areas.
  - 900 N 3rd Street building has about 61' lineal feet of sidewalk missing along 9th Avenue. There is roughly 32' of sidewalk missing along 3rd Street N in front of the building.
- Sidewalks on both sides of the street between 9th Avenue and 8th Avenue are in poor condition.
- ADA accessibility
  - Accessibility on both sides of the street between 10th Avenue and 9th Avenue is considered fair. The missing section of sidewalk in front of the 900 N 3rd Street building needs to be completed.
  - Accessibility on both sides of the street between 9th Avenue and 8th Avenue is considered poor.

# 3rd Street North (8th Avenue N to 7th Avenue North)

- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 56' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
  - Many visible areas of pavement settling that collect stormwater
  - Estimated 70% of visible pavement appears to be in good condition
- Sidewalks on both sides on the street between 8th Avenue and 7th Avenue are in poor condition. Sidewalk on both sides of the street is interrupted by numerous driveways leading to parking areas.
- ADA accessibility
  - Accessibility on both sides of the street between 8th Avenue and 7th Avenue is considered poor.



- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk



- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk

Existing Photos



1 Excessive areas of pavement patching



2 Narrow sidewalks in poor condition are typical through this section of road



3 Excessive areas of pavement patching occur near intersection at 7th Avenue



4 Sidewalks and curb in poor condition



5 Areas of pavement settling



6 Wide ROW and street width offers opportunity to narrow street and widen sidewalk areas



7 Sidewalk in fair to poor condition  
• opportunity to add street trees

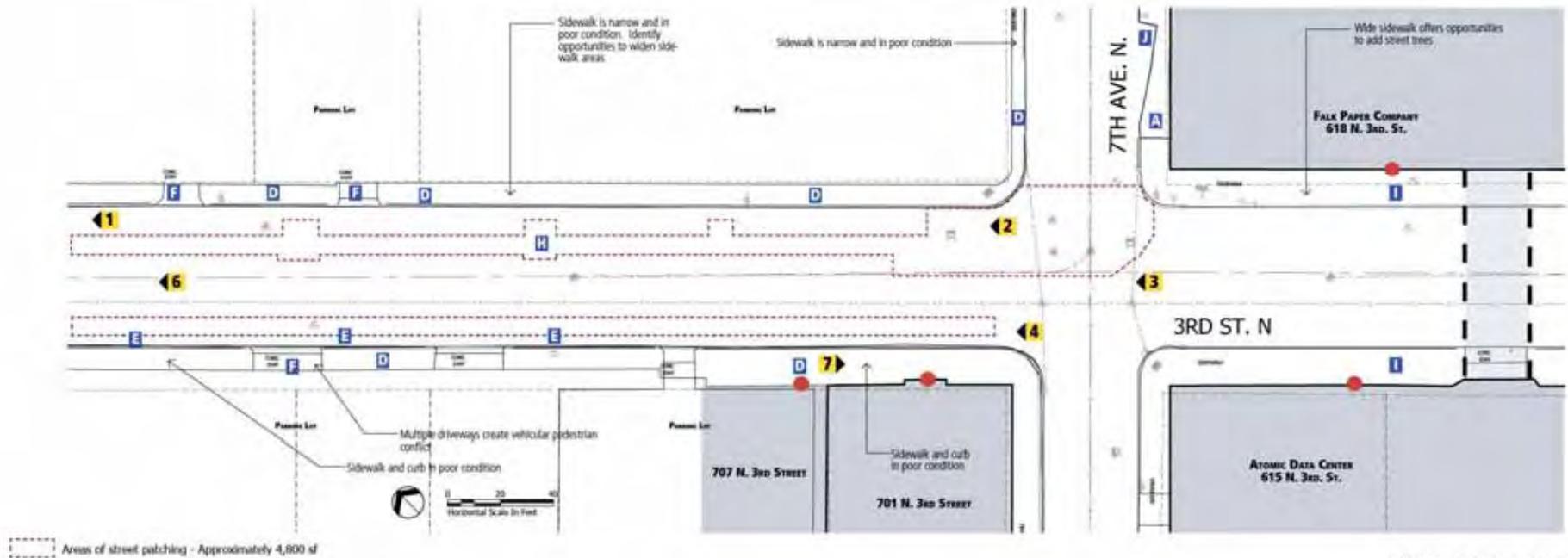
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- D Sidewalk in poor condition
- E Areas of visible standing water

- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door

Existing Issues/ Concerns

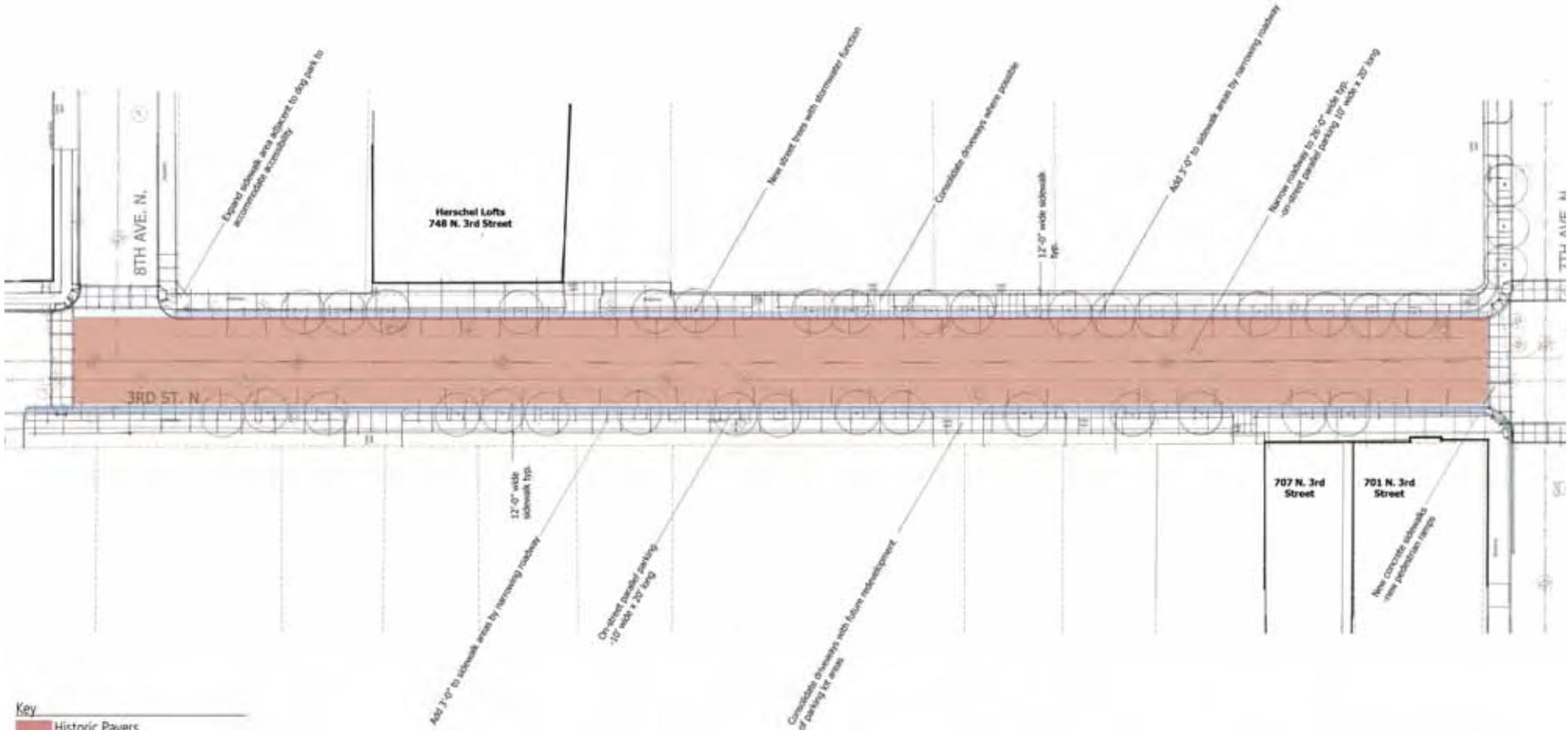
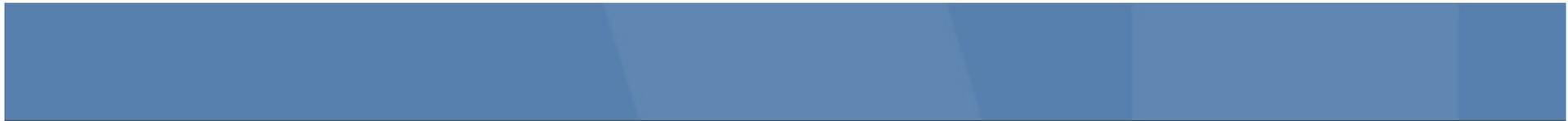
R.O.W. - 82.45'  
Street Width - 56'  
ADT - 1700



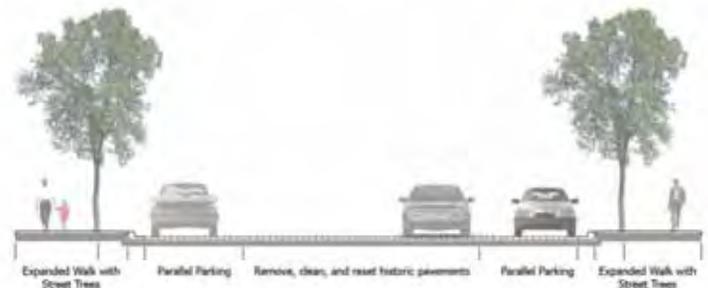
3rd Street Existing Conditions  
WAREHOUSE DISTRICT HERITAGE STREET PLAN

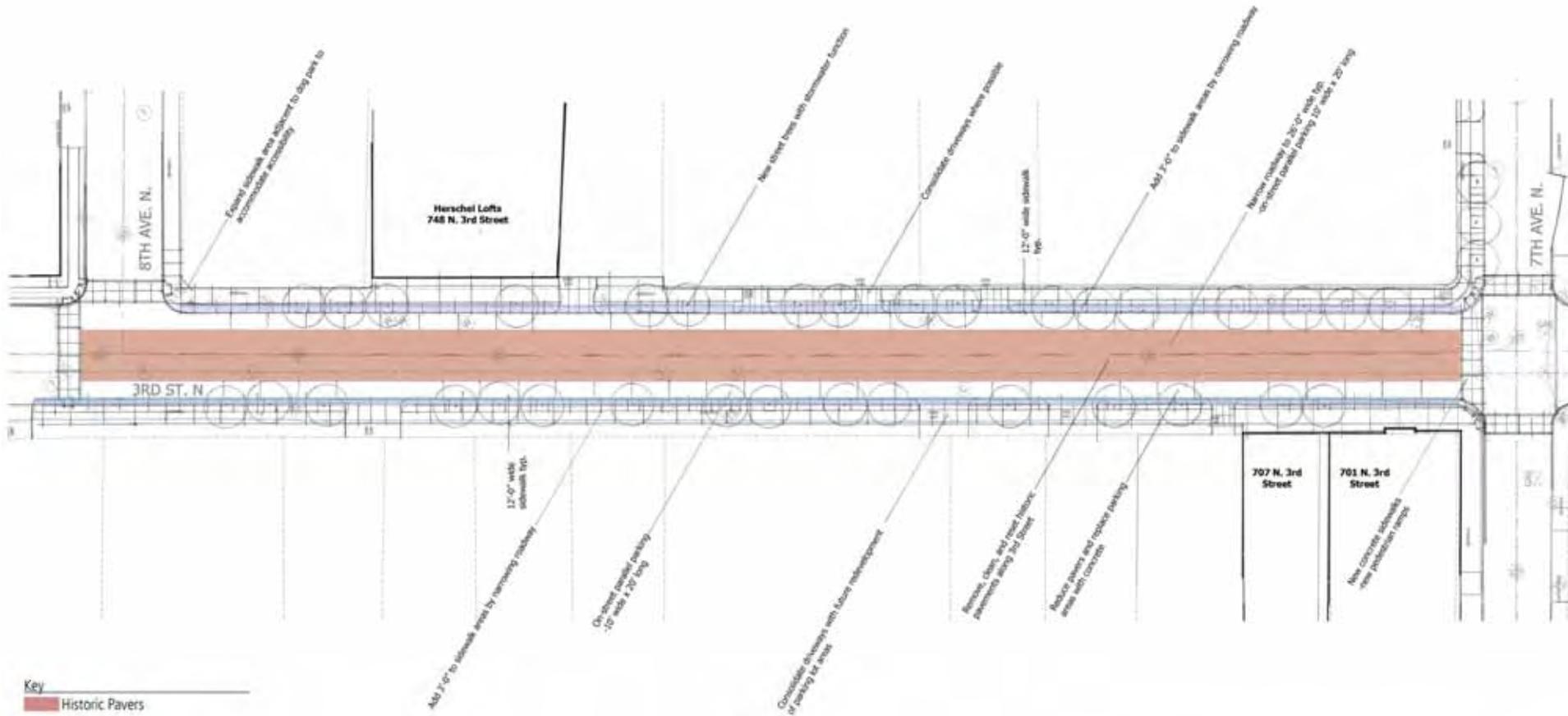
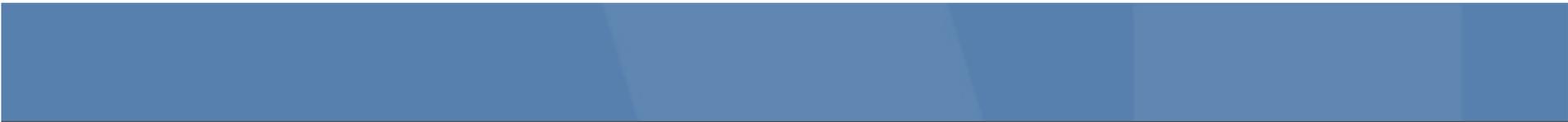
## 3rd Street North (7th Avenue N to 6th Avenue North)

- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 56' to 54' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- There are no historic pavements exposed along 3rd Street N.
- Sidewalks on both sides on the street between 7th Avenue and 6th Avenue are in good condition.
- ADA accessibility
  - Accessibility on both sides of the street between 7th Avenue and 6th Avenue is considered good.

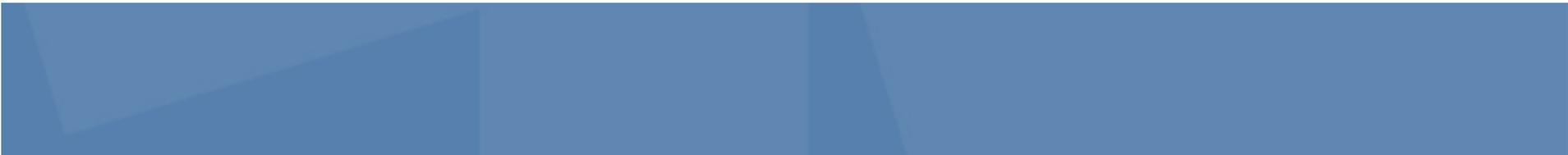


- Key
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk





- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk



## Existing Photos



1 View North East towards 6th Avenue N. The current street is very wide and there are no visible pavers.



2 Wide sidewalks exist along 3rd Street adjacent to the Duffy Paper Building. The opportunity exists to enhance the existing ROW with street trees.

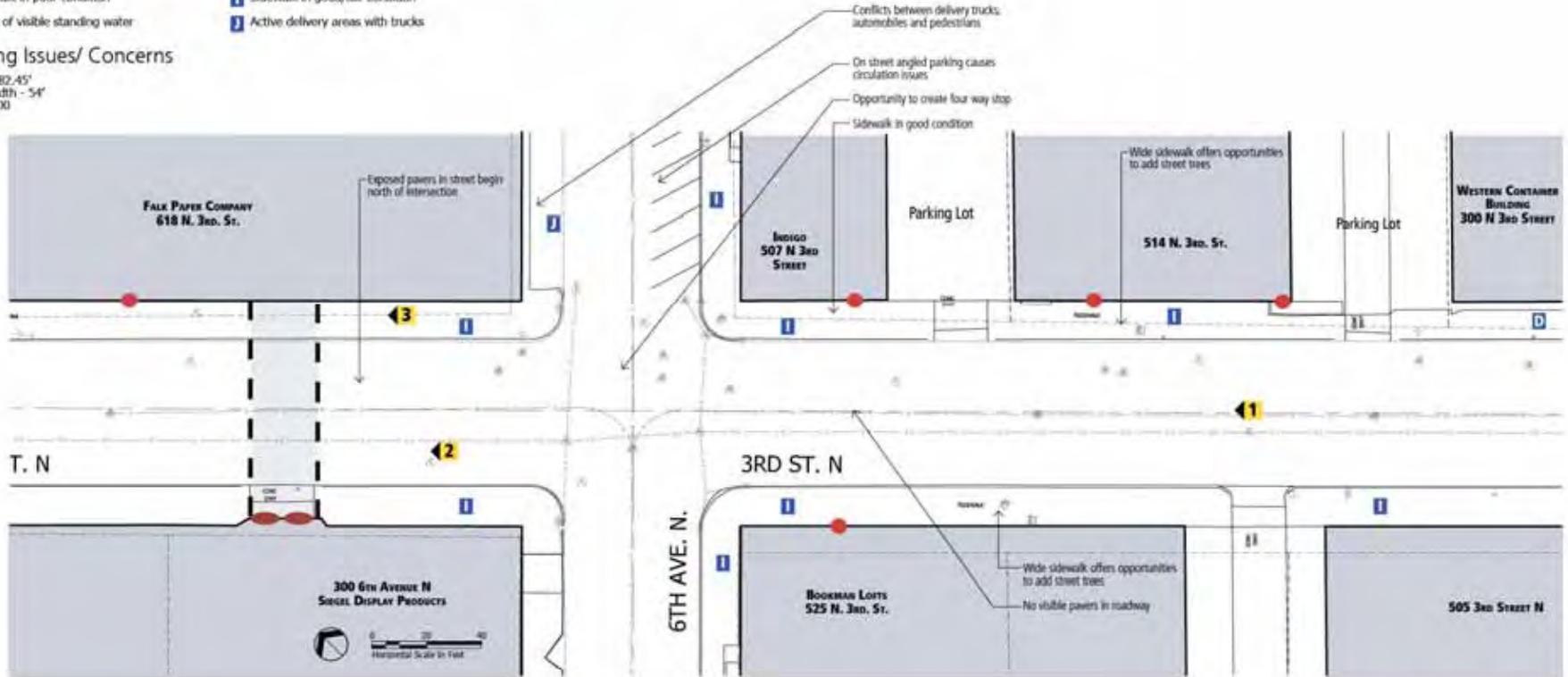


3 Wide sidewalks exist along both sides of 3rd Street N.

- |   |  |                                      |
|---|--|--------------------------------------|
| <b>A</b> Concrete loading dock not ADA Accessible | <b>F</b> Multiple driveways create pedestrian/vehicular conflict | <b>●</b> Pedestrian Door to Building |
| <b>B</b> No pedestrian ramp                       | <b>G</b> Damaged driveway  | <b>●</b> Overhead delivery Door      |
| <b>C</b> No sidewalk connection                   | <b>H</b> Bituminous patch overlay on road                        |                                      |
| <b>D</b> Sidewalk in poor condition               | <b>I</b> Sidewalk in good/fair condition                         |                                      |
| <b>E</b> Areas of visible standing water          | <b>J</b> Active delivery areas with trucks                       |                                      |

## Existing Issues/ Concerns

R.O.W. - 82.45'  
Street Width - 54'  
ADT - 1700



## Existing Photos



1 Some existing granite curbs remain



2 Sidewalks in fair condition on west side of street



3 Entire street has been paved over  
• no visible pavers



4 Sidewalks in fair to poor condition



5 View at 3rd Street/5th Avenue Intersection. Good views towards Ford Center

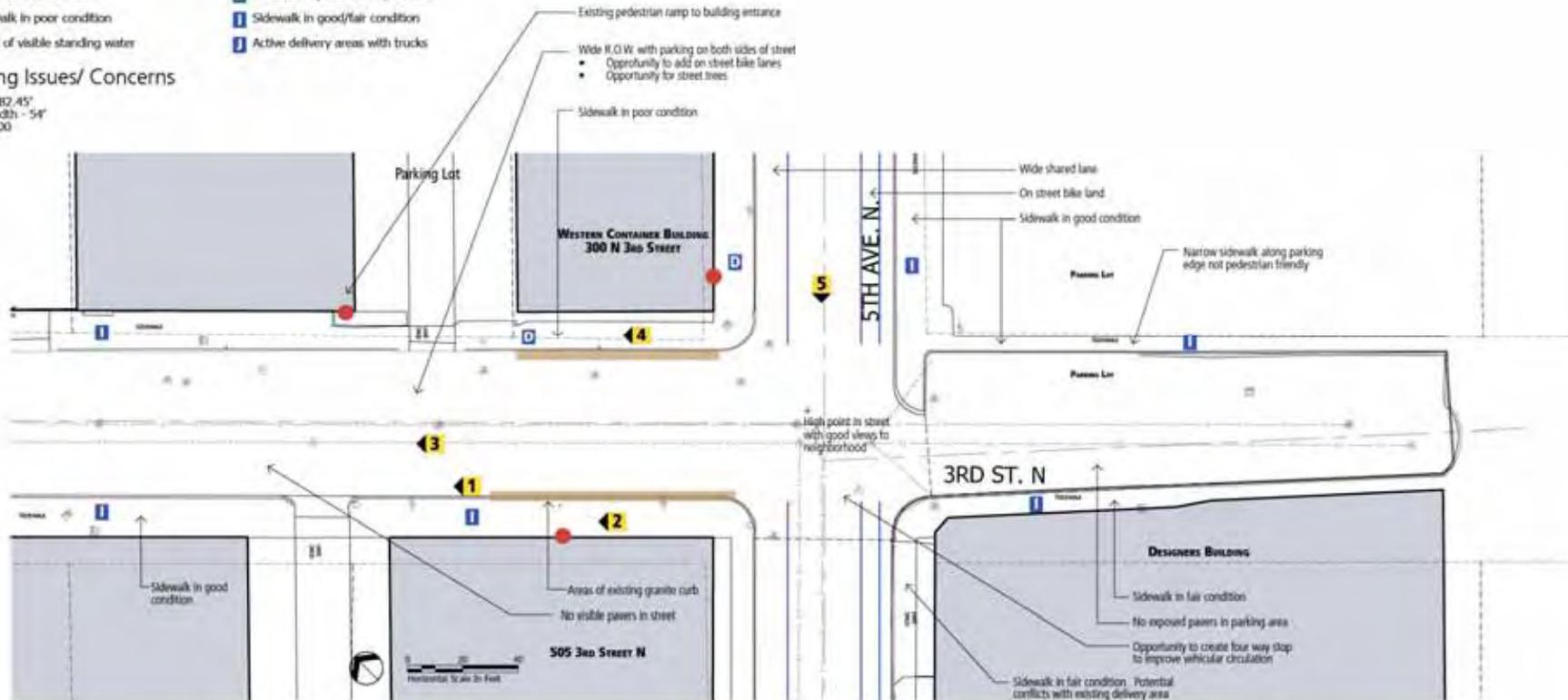
- A Concrete loading dock not ADA Accessible
- B No pedestrian ramp
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- D Sidewalk in poor condition
- E Areas of visible standing water

## Existing Issues/ Concerns

R.O.W. - 87.45'  
Street Width - 54'  
ADT - 1700

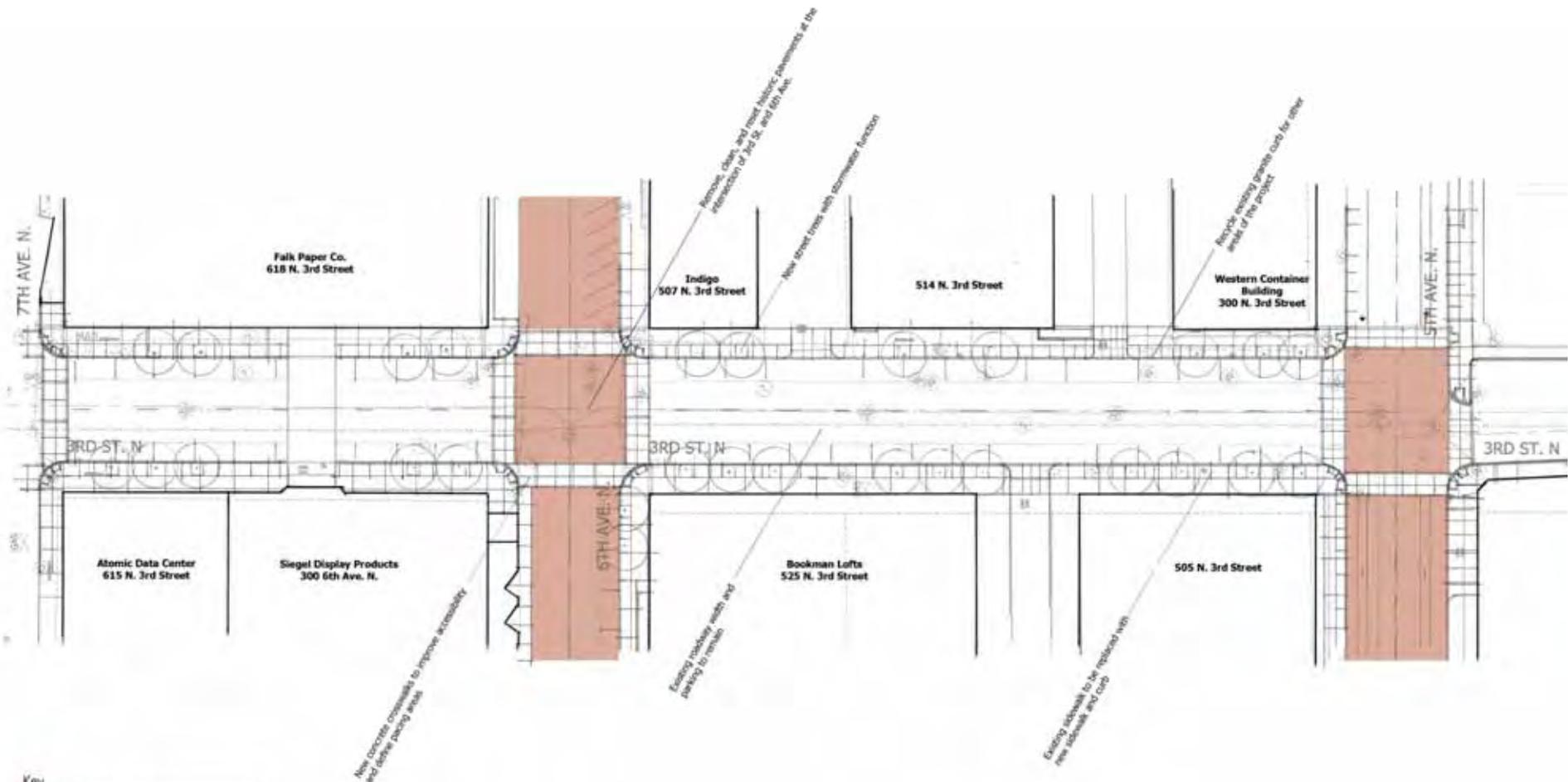
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- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door



## 3rd Street North (6th Avenue N to 5th Avenue North)

- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 54' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- There are no historic pavements exposed along 3rd Street N.
- Sidewalks on both sides on the street between 6th Avenue and 5th Avenue are in fair condition. Sidewalks and curb on the north side near 5th Avenue are in poor shape.
- Sidewalk along the entire south side of the street is in good shape. Curb on south side near 5th Avenue in poor shape. Historic granite curb remains in short sections at the east end of the street.
- ADA accessibility
  - Accessibility on both sides of the street between 6th Avenue and 5th Avenue is considered fair to good.



- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk

Existing Photos



1 Significant paver patching exists adjacent to new sidewalk areas.



2 Sidewalk area and loading dock not fully constructed. Parallel parking blocks pedestrian circulation.



3 Standing water in areas of paver settlement. Concrete overlay at manhole.



4 Sidewalk areas adjacent to loading docks in poor condition. Non-ADA compliant loading dock ramp. Pavement at edge of ramp in street have buckled.



5 Address unfinished construction of loading dock.



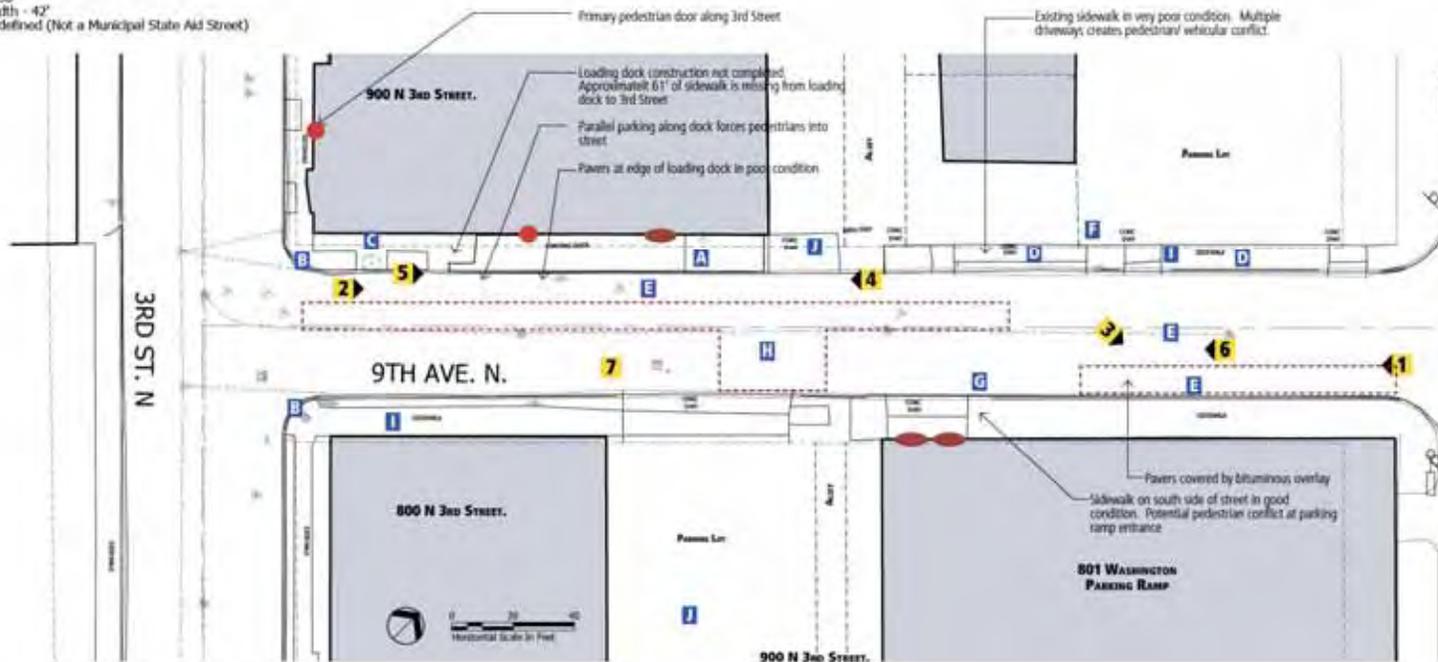
7 Photo of typical paver condition in roadway.

- A Concrete loading dock not ADA Accessible
- B No pedestrian ramp
- C No sidewalk connection
- D Sidewalk in poor condition
- E Areas of visible standing water
- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door

Existing Issues/ Concerns

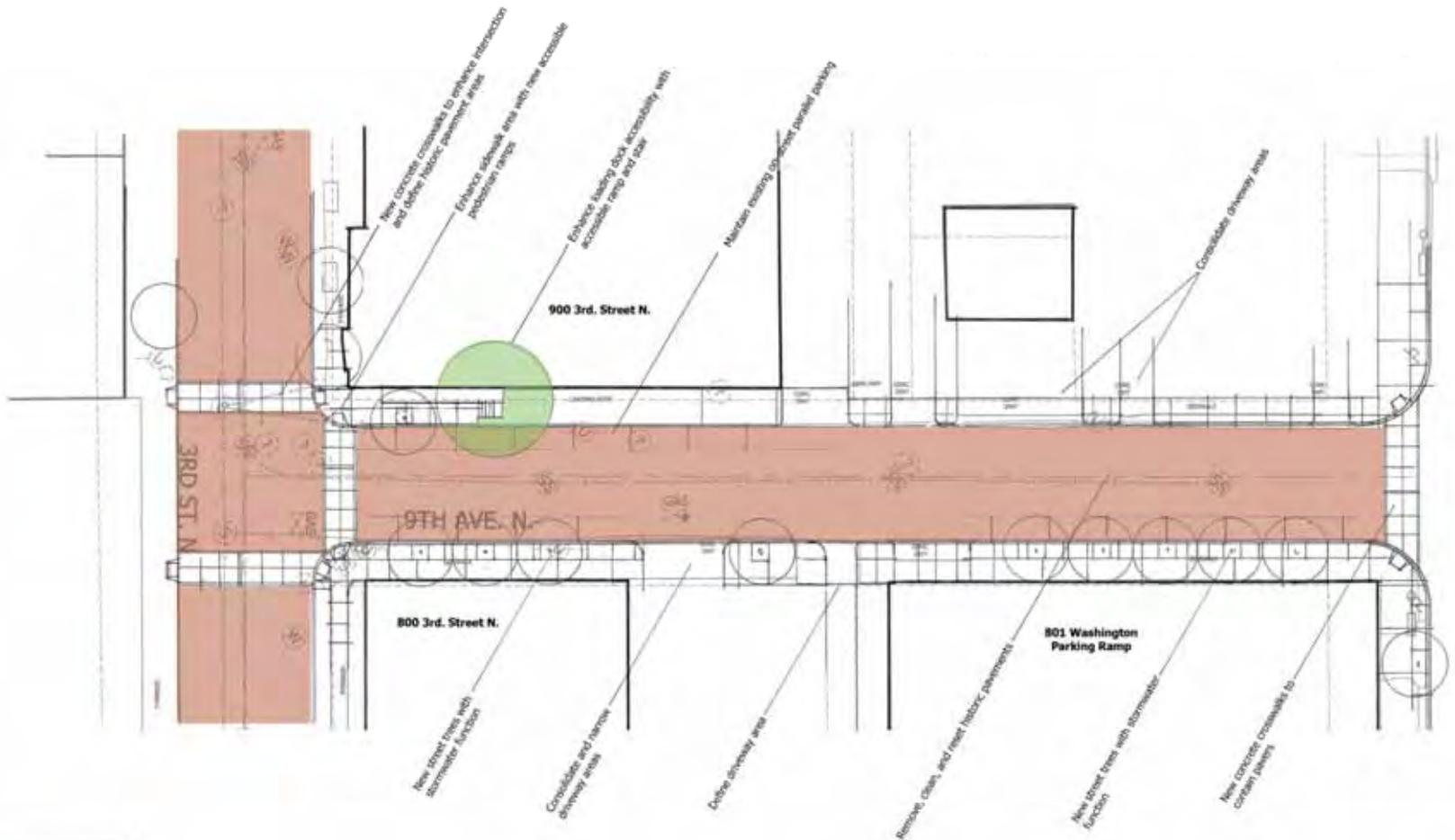
R.O.W. - 66'  
 Street Width - 42'  
 ADT - Undefined (Not a Municipal State Aid Street)



Areas of street patching - Approximately 3,375 sf

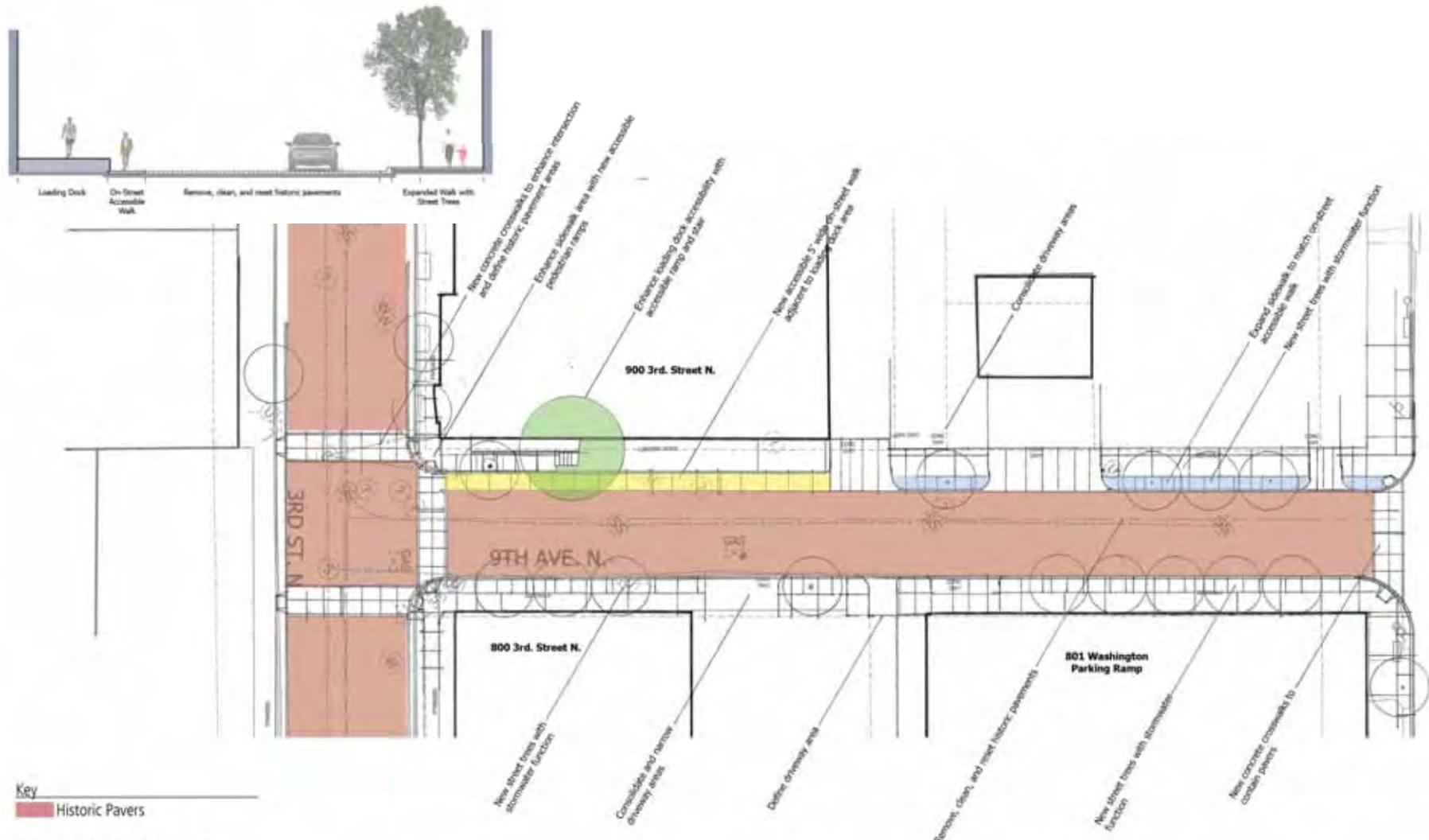
# 9th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 9th Avenue N is 66' wide
- Current Street width is 42' wide
- 9th Avenue N is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 85% of pavement appears to be in good condition
- New continuous sidewalk on the east side of the street. Sidewalk on the west side of the street is interrupted by numerous driveways leading to parking areas.
  - 900 N 3rd Street building has about 61' lineal feet of sidewalk missing along 9th Avenue. There is roughly 32' of sidewalk missing along 3rd Street N in front of the building.
- Existing loading dock has been modified along the 900 N. Third Street Building.
  - Loading dock construction is not completed and not ADA compliant.
- ADA accessibility
  - Accessibility on the east side of the street is considered good and the west side of the street is considered poor.



WASHINGTON AVENUE

- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk



WASHINGTON AVENUE

Existing Photos



1 Extensive areas of bituminous paving over historic pavers



2 Areas of settling along existing granite curb



3 Transition of brick pavers to wood block pavers



4 Areas of settling along existing granite curb



5 Existing areas of wood block pavers

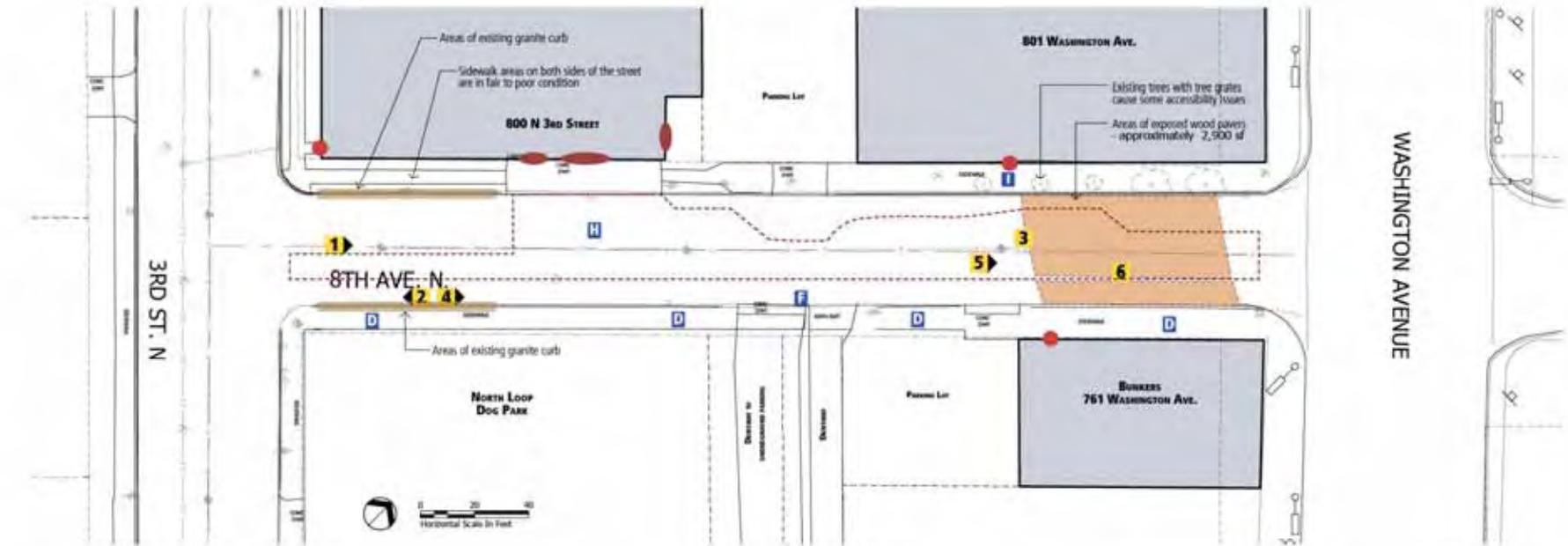


6 Extensive bituminous patching has occurred over existing wood block pavers

- A** Concrete loading dock not ADA Accessible
- B** No pedestrian ramp
- C** No sidewalk connection
- D** Sidewalk in poor condition
- E** Areas of visible standing water
- F** Multiple driveways create pedestrian/vehicular conflict
- G** Damaged driveway
- H** Bituminous patch overlay on road
- I** Sidewalk in good/fair condition
- J** Active delivery areas with trucks
- Pedestrian Door to Building
- ◐ Overhead delivery Door

Existing Issues/ Concerns

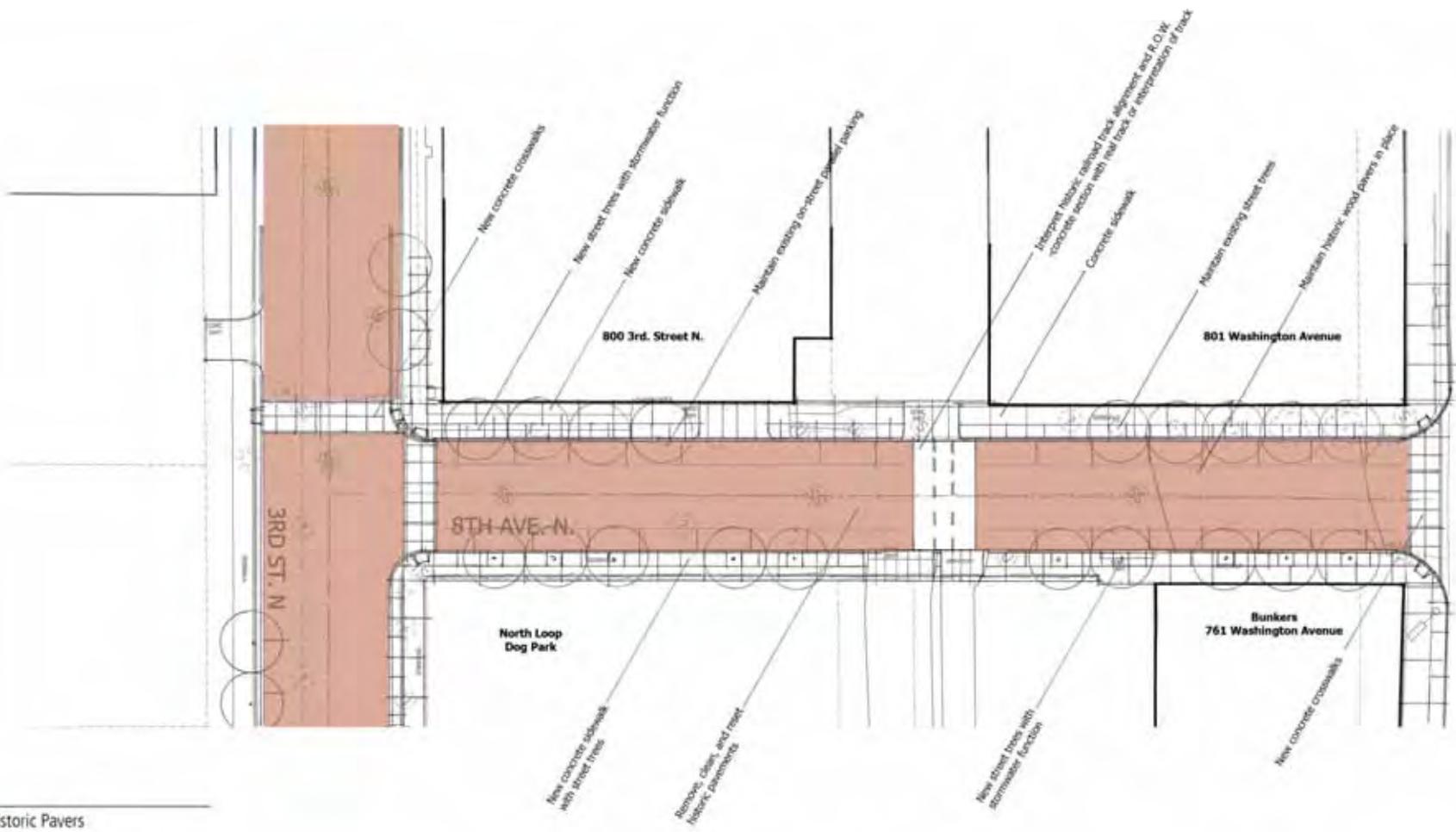
R.O.W. - 66'  
 Street Width - 42'  
 ADT - Undefined (Not a Municipal State Aid Street)



--- Areas of street patching - Approximately 7,240 sf

# 8th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 8th Avenue N is 66' wide
- Current Street width is 42' wide
- 8th Avenue N is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 30% of the historic street pavement is exposed and roughly about 70% of the pavement is covered with bituminous patching.
  - Bituminous patching appears to be in multiple layers in certain spots along the street
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 70% of pavement appears to be in fair to good condition
  - Existing creosote wood block pavers appear to be in good condition
- Sidewalks on both the east and west side of the street is interrupted by numerous driveways leading to parking areas.
  - Sidewalks are in poor condition based on visual analysis.
  - Curbs also appear to be in poor condition. There are existing granite curbs along both sides of the street at the intersection of 3rd Street N
- Some active loading areas exist at the 800 N 3rd Street building
- ADA accessibility
  - Accessibility on the both sides of the street is considered poor.



- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk

WASHINGTON AVENUE



## Existing Photos



1 Existing ramp in poor condition and not ADA accessible



2 Existing loading dock in poor condition



3 Existing loading dock and ramp in poor condition and not ADA accessible



4 Existing ramp in poor condition and not ADA accessible



5 Sidewalk in poor condition



6 Sidewalk in poor condition

- A Concrete loading dock not ADA Accessible
- B No pedestrian ramp
- C No sidewalk connection
- D Sidewalk in poor condition
- E Areas of visible standing water

## Existing Issues/ Concerns

R.O.W. - 60'  
Street Width - 37'  
ADT - 1000

- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door



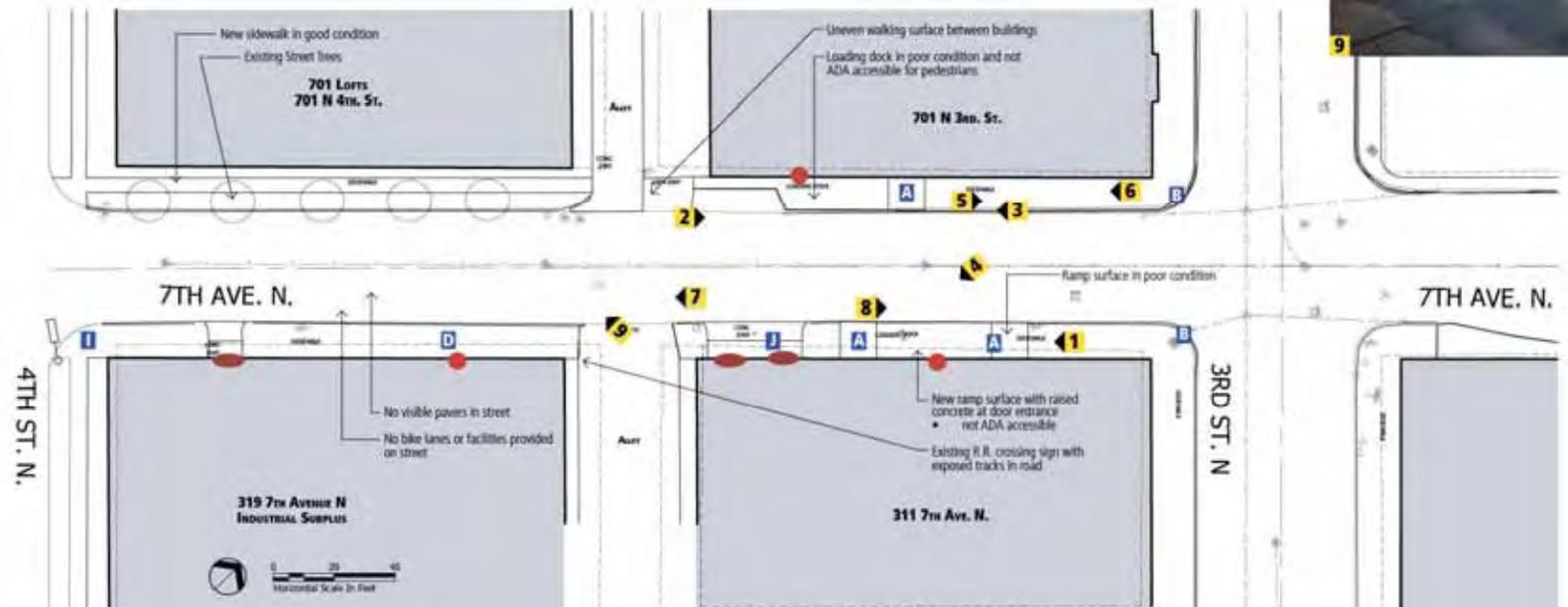
7 Existing R.R. crossing sign and exposed tracks



8 Parallel parking adjacent to loading docks require some pedestrians to walk in streets



9



Areas of street patching

7th Avenue Existing Conditions  
WAREHOUSE DISTRICT HERITAGE STREET PLAN

## Existing Photos



1 Existing ramp in poor condition and not ADA accessible



2 Parallel parking forces pedestrians to walk in road



3 Narrow R.O.W with loading docks on both sides of streets creates circulation issues



4 Steep ramp access to loading dock. Current dock is active with truck deliveries



5 Stairs at HGA loading dock



6 Loading dock not designed for pedestrian accessibility

- A Concrete loading dock not ADA Accessible
- B No pedestrian ramp
- C No sidewalk connection
- D Sidewalk in poor condition
- E Areas of visible standing water

- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door



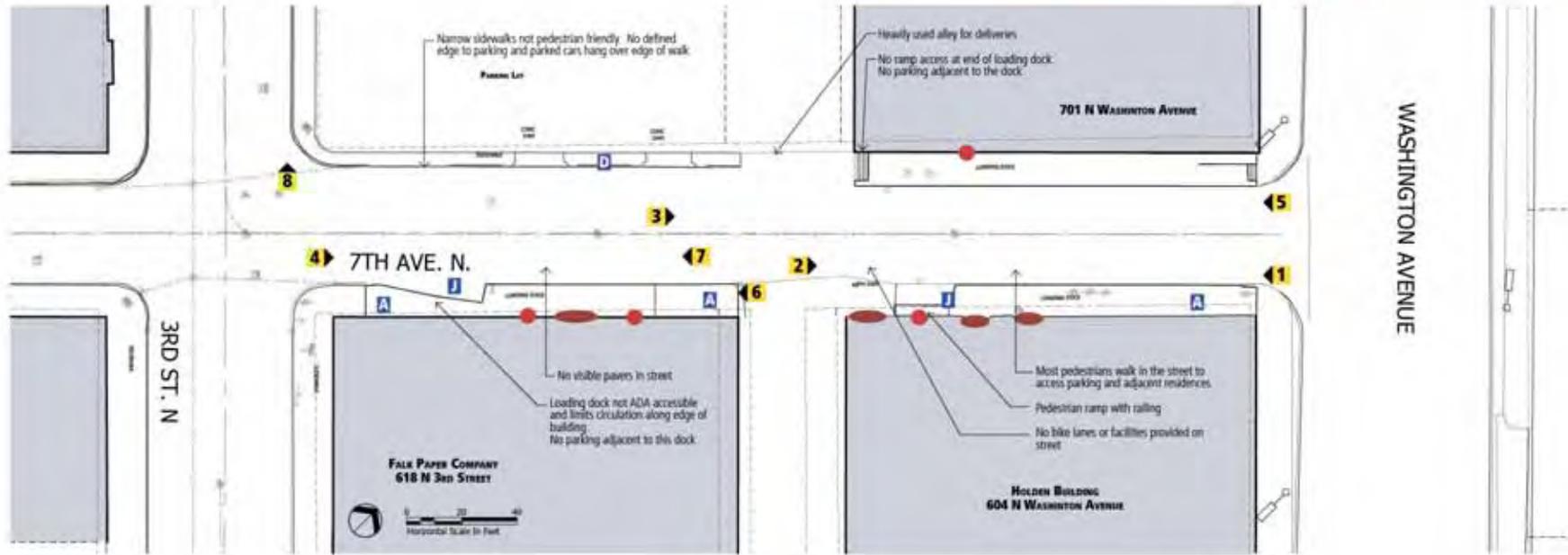
7 Limited pedestrian circulation



8 Narrow sidewalks and poor street conditions along 3rd St

## Existing Issues/ Concerns

R.O.W. - 60'  
Street width - 36' to 44'  
ADR - 1000



--- Areas of street patching

## 7th Avenue N. (3rd Street N to 4th Street N)

- Existing ROW along 7th Avenue N is 60' wide
- Current Street width is 37' wide
- 7th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 7th Avenue are 1000
- There is currently on street parking on portions of both sides of the street
- There are no historic pavements exposed along 7th Avenue N.
- Sidewalks on both the east and west sides of the street is interrupted by loading docks and numerous driveways leading to loading areas.
  - Sidewalks are in poor condition based on visual analysis.
  - Curbs also appear to be in poor condition.
- Loading docks occur along both sides of the street.
  - 701 N 3rd Street building has a loading dock that appears to be in fair to poor condition. Loading dock contains a ramp that is not ADA complaint and provides no stair access. Loading dock does not lead to building primary entrance.
  - 311 7th Avenue building has a loading dock that appears to be in fair to poor condition. Loading dock is not ADA complaint and provides no stair access. Loading dock has recently been remodeled and has not been designed to meet ADA accessibility code. Loading dock does lead to a primary building entrance.
- ADA accessibility
  - Accessibility on both sides of the street are poor. Pedestrians currently can be seen walking in street adjacent to on-street parking to bypass the loading dock areas.

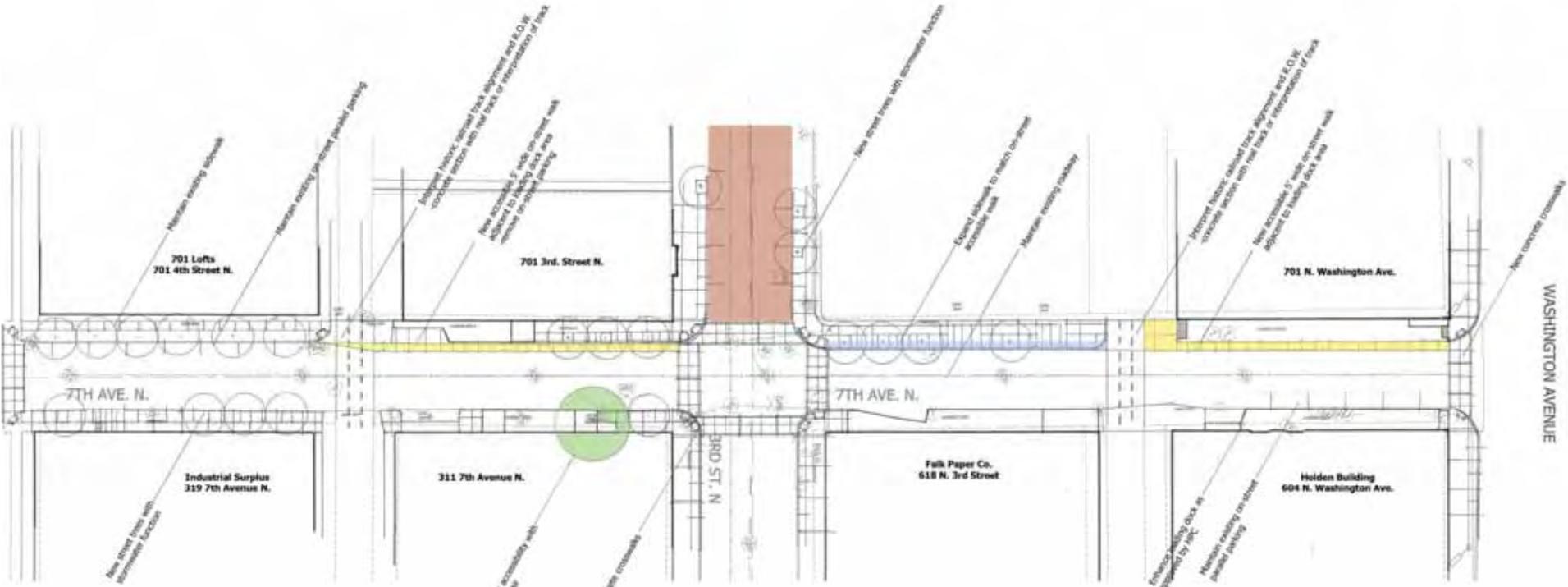
# 7th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 7th Avenue N is 60' wide
- Current Street width varies from 36' to 44' wide
- 7th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 7th Avenue are 1000
- There is currently on street parking on a short section along the east side of the street.
- There are no historic pavements exposed along 7th Avenue N.
- Sidewalk exist on a short section along the west side and is interrupted by numerous driveways leading to parking areas.
  - The sidewalk is in poor condition based on visual analysis. Sidewalk also very narrow and does not meet ADA standards.
  - Curbs also appear to be in poor condition.
- Loading docks occur along both sides of the street.
  - 701 Washington building has a loading dock that appears to be in fair to good condition. Loading dock has been remodeled and includes pedestrian accessible ramp and stairs along the north side of the dock. The south side of the loading dock includes stairs. Loading dock leads to building secondary accessible entrance.
  - 604 N Washington Avenue building has a loading dock that appears to be in fair to poor condition. Loading dock contains a ramp that is not ADA complaint and provides no stair access. Loading dock does not lead to building primary entrance but is actively used.
- ADA accessibility
- Accessibility on both sides of the street are poor. Pedestrians currently can be seen

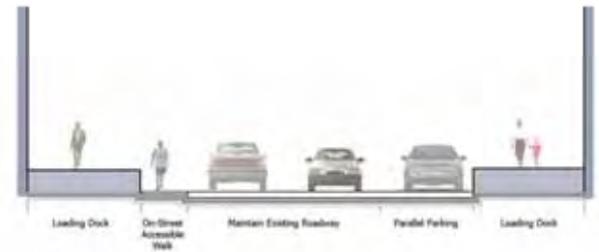
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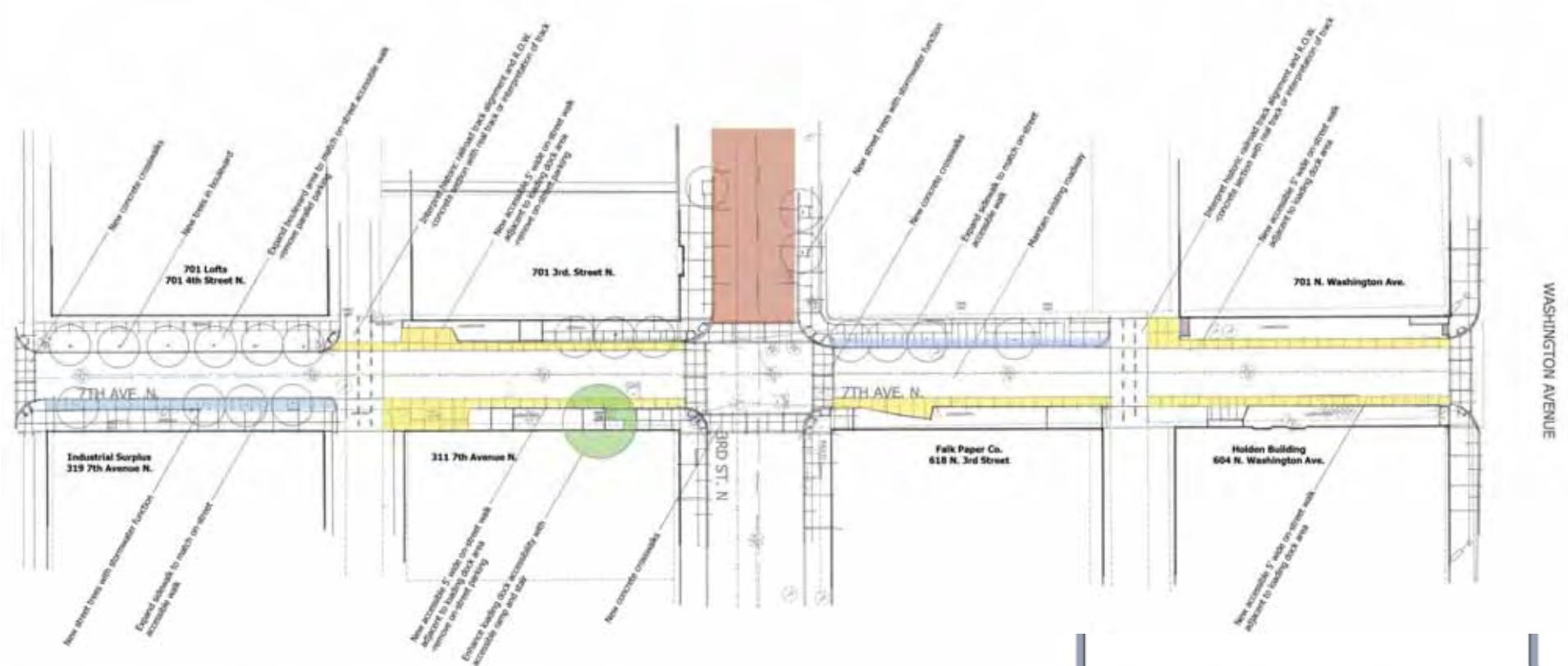
- ADA accessibility

- Accessibility on both sides of the street are poor. Pedestrians currently can be seen walking in street adjacent to on-street parking to bypass the loading dock areas.
- Loading docks on both sides of the street at the intersection of Washington Avenue creates pedestrian/ vehicular conflicts.

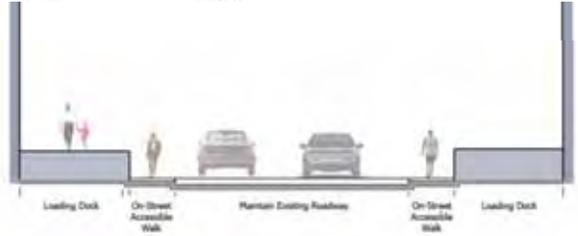


- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk





- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk



WASHINGTON AVENUE

## Existing Photos



1 View north east along 6th Ave.



2 Edge of loading dock in poor condition - Loading dock not ADA compliant



3 Pavers appear to be in good condition along street, some extensive areas of patching exist along the street



4 Some utility work and bituminous patching has occurred along the street



5 Surface of loading dock in good condition



6 Edge of loading dock in fair condition

- A Concrete loading dock not ADA Accessible
- B No pedestrian ramp
- C No sidewalk connection
- D Sidewalk in poor condition
- E Areas of visible standing water

- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- ▬ Overhead delivery Door



7 Parallel parking along loading dock forces pedestrian to walk in street



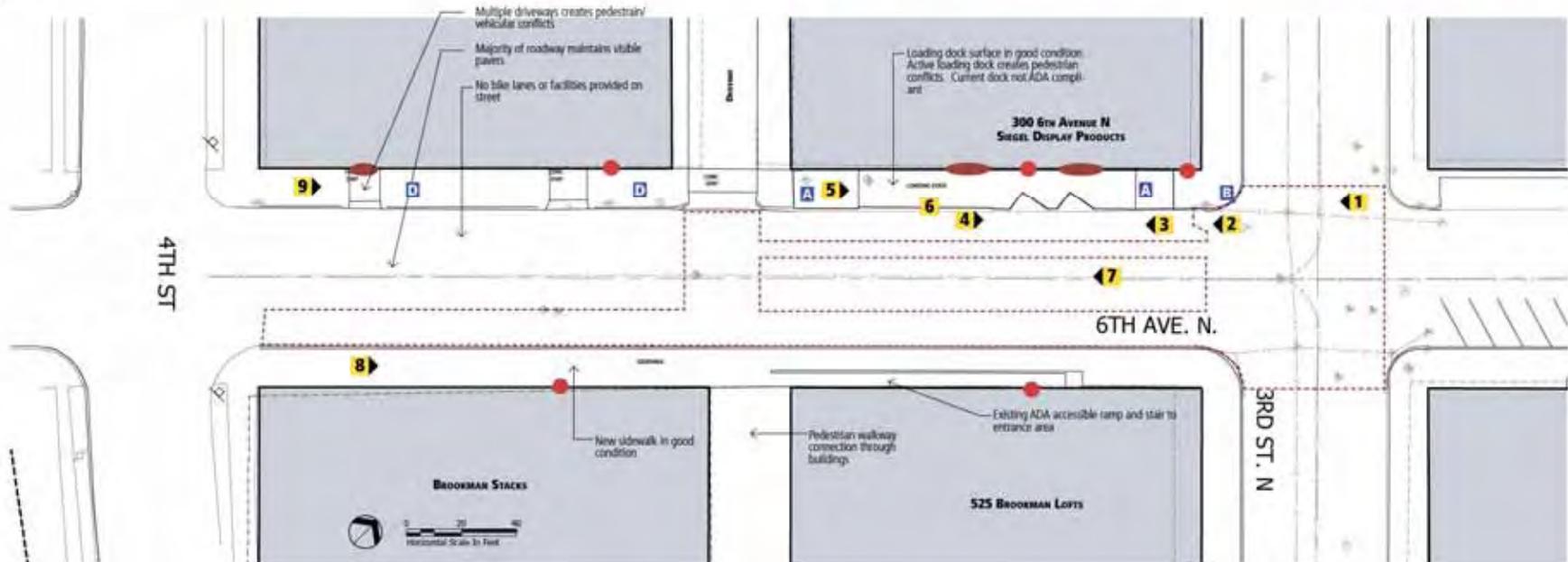
8 Sidewalk in front of Bookman Stacks is wide and offers opportunity for street trees



9 Sidewalk sidewalk in northwest side of street in fair condition and is wide enough to accommodate trees

## Existing Issues/ Concerns

R.O.W. - 80'  
Street width - 52'  
ADT - 5600



Areas of street patching - Approximately 10,900 sf

Existing Photos



1 Current loading dock not ADA compliant



2 No clearly defined pedestrian access on north side of street



3 Parallel parking blocks pedestrian access past building. The existing ROW is narrow and limits potential improvements



4 Truck deliveries block street and limits pedestrian and vehicular circulation



5 Angled parking limits vehicular circulation



6 Existing stairs at loading dock in poor condition



7 Majority of street remains exposed pavers. Some patching and paver setting exists based on visual inspection, pavers appear to be in good condition

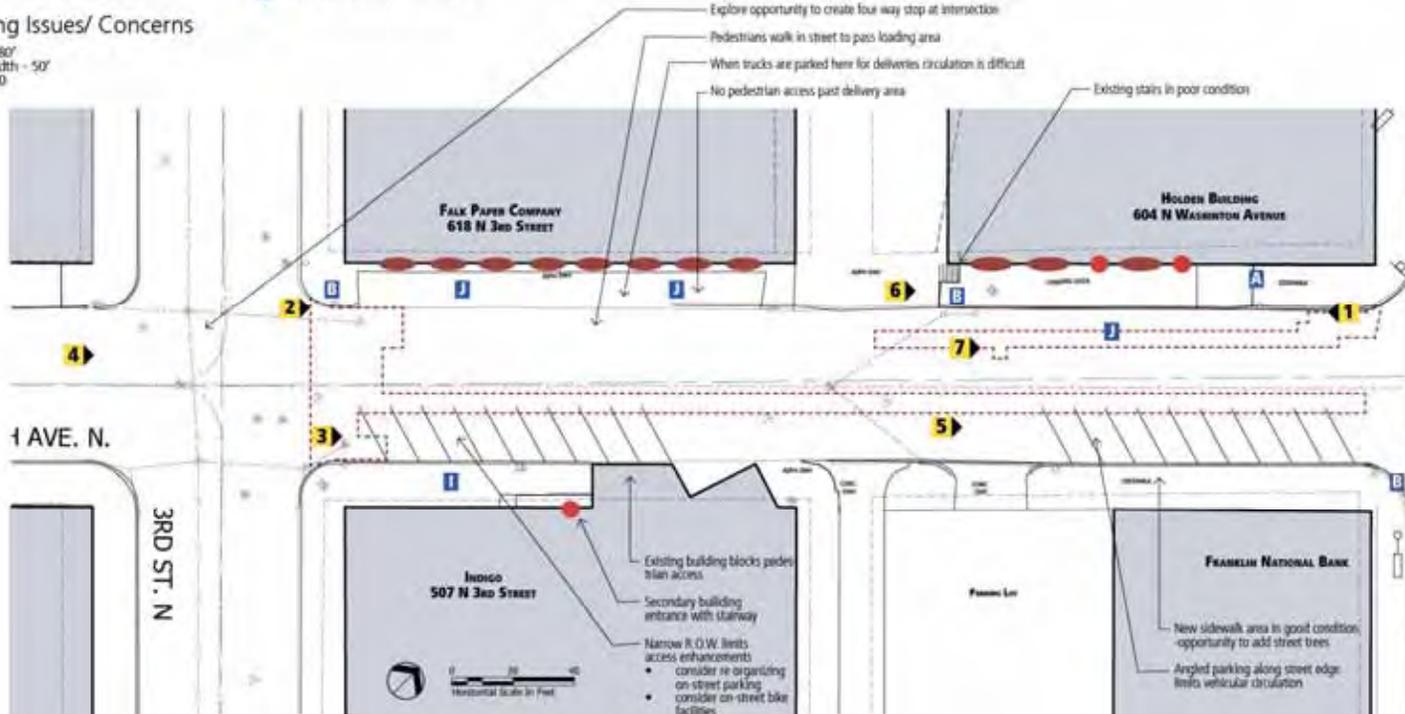
- A Concrete loading dock not ADA Accessible
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- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
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- Pedestrian Door to Building
- Overhead delivery Door

Existing Issues/ Concerns

R.O.W. - 80'  
Street Width - 50'  
ADT - 5600



Areas of street patching - Approximately 4,100 sf

## 6th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 6th Avenue N is 80' wide
- Current Street width is 55' wide
- 6th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 6th Avenue are 5600
- There is currently on-street parking on the east side of the street
  - The current parking along the east side of the street is angled parking.
- It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
  - Extensive areas of pavement settlement. Settlement has created numerous areas for stormwater to collect. It can be almost certain that pavement base is in very poor condition
  - Estimated 70% of pavement appears to be in fair to good condition
- New continuous sidewalk on the east side of the street. No sidewalk on west side of street.
  - Sidewalks on east side of street terminates at loading area within the ROW. Sidewalk continues on other side of loading dock area.

## 6th Avenue N. (Washington Avenue to 3rd Street N)

- Loading docks occur along both sides of the street.
  - 507 N 3rd Street Building has a small loading dock area that projects into the public ROA and blocks sidewalk access along 6th Avenue N. Does not appear to be an active loading dock area.
  - 604 N Washington Avenue building has a loading dock that appears to be in poor condition. Loading dock contains a ramp that is not ADA complaint and provides no stair access. Loading dock does not lead to building primary entrance and is not actively used.
  - 618 N 3rd Street Building has a very active loading area with (8) delivery bays. Loading area is very active with semi-trucks. Pedestrians cannot walk along this side of the street when a truck is in a loading bay.
  
- ADA accessibility
  - Accessibility on the both sides of the street is poor. Pedestrians can not move north or south along this section of street without walking into the street. Active truck delivery areas creates pedestrian/vehicular conflicts.

## 6th Avenue N. (3rd Street N to 4th Street N)

- Existing ROW along 6th Avenue N is 80' wide
- Current Street width is 52' wide
- 6th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 6th Avenue are 5600
- There is currently on street parking on portions of both sides of the street
- It is estimated about 55% of the historic street pavement is exposed and roughly about 45% of the pavement is covered with bituminous patching.
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 80% of pavement appears to be in fair to good condition
- New continuous sidewalk on the east side of the street. Sidewalk on the west side of the street is interrupted by loading areas and active loading dock.
  - Sidewalks on the SW side of street are in poor condition based on visual analysis.
  - Curbs also appear to be in good condition.
- Loading docks occur along the west side of the street.
  - 300 6th Avenue N building has a loading dock that appears to be in fair to good condition. Loading dock contains a ramp that is not ADA complaint and provides no stair access. Loading dock does not lead to building primary entrance.
  - Loading dock is active with semi-trucks

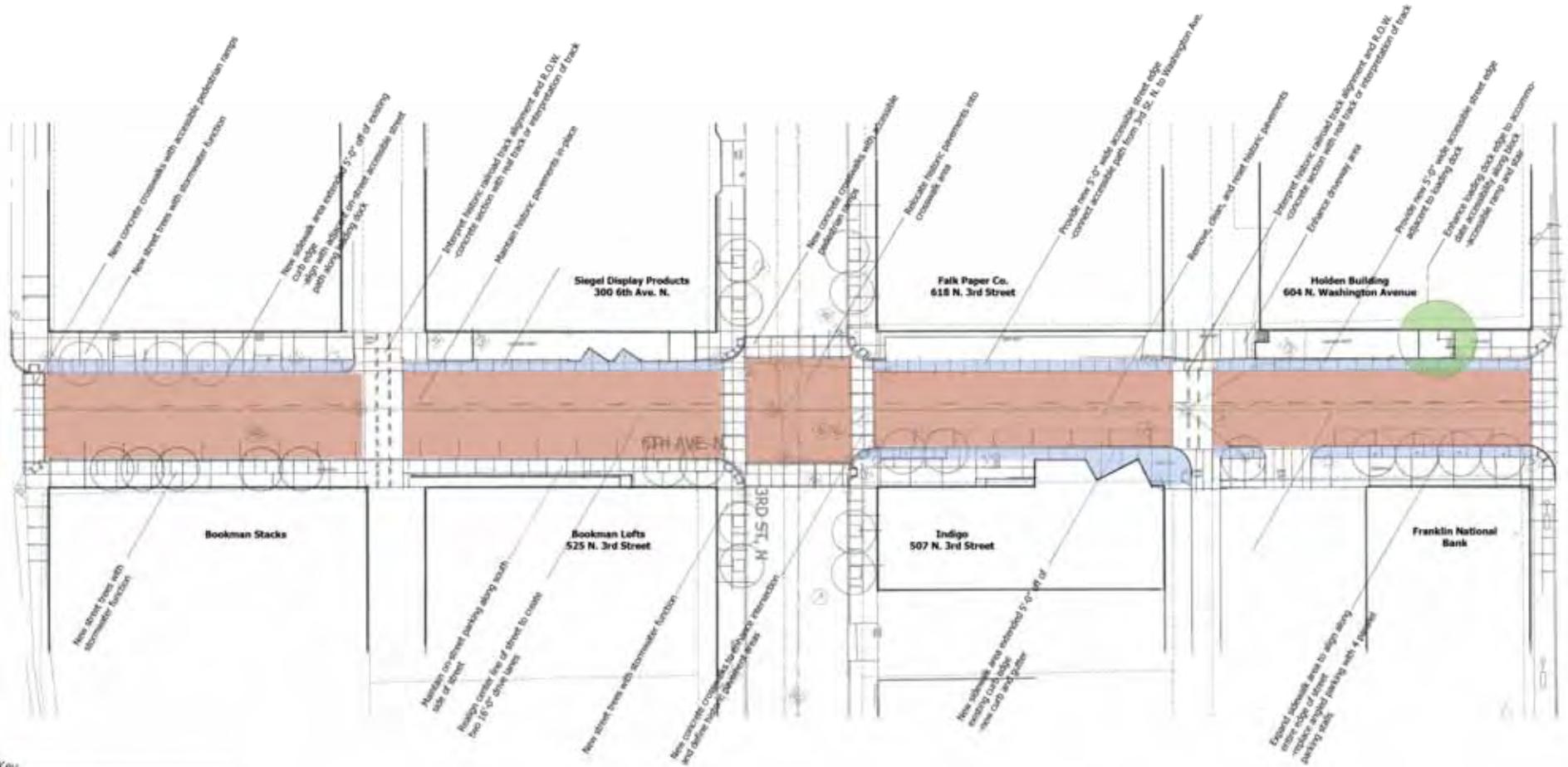
## 6th Avenue N. (3rd Street N to 4th Street N)

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- ADA accessibility
  - Accessibility on the west side of the street is poor.
  - Good sidewalks with pedestrian curb ramps exist on the east side of the street.







- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk





## Existing Photos



1 Multiple areas of patching along street  
 • pavers in good condition in center park of street



2 High point in street offers good views to neighborhood



3 Dark areas exist under highway overpass



4 Bike lane in poor condition

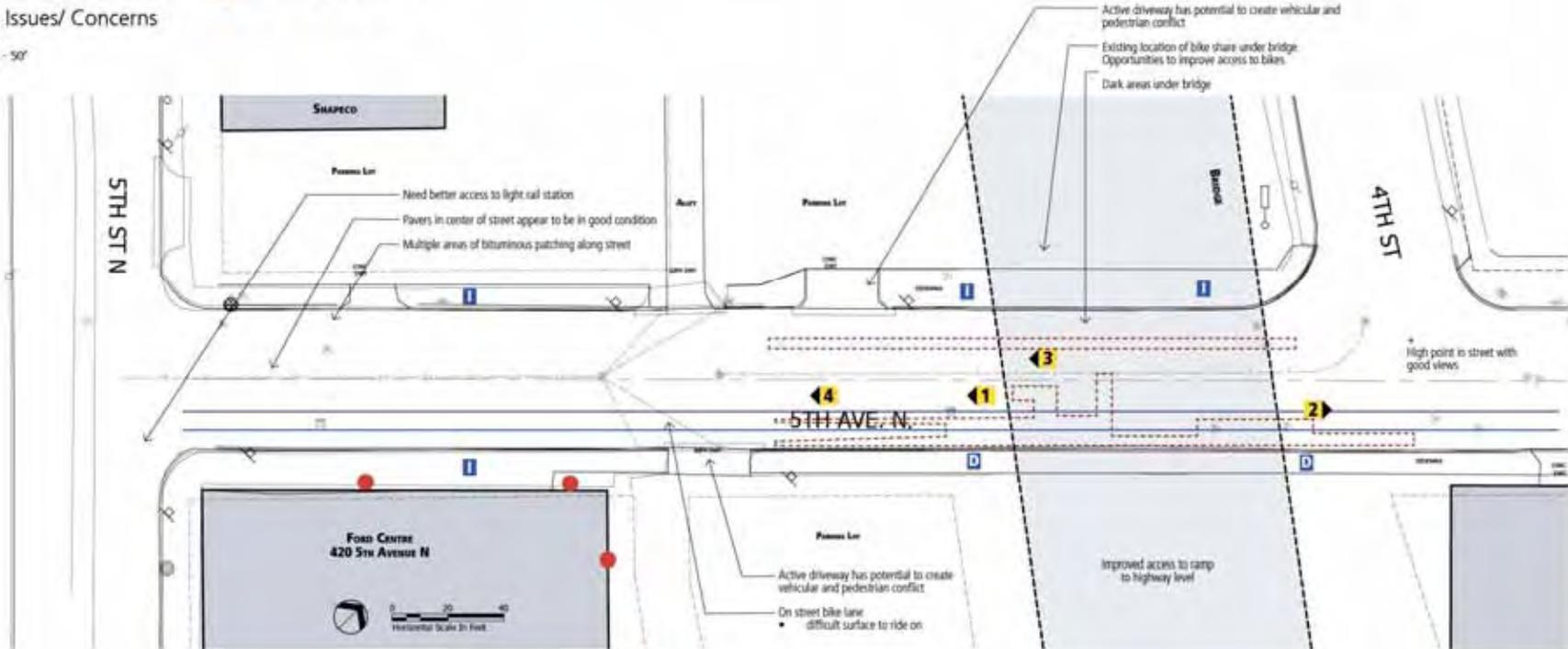
- A Concrete loading dock not ADA Accessible
- B No pedestrian ramp
- C No sidewalk connection
- D Sidewalk in poor condition
- E Areas of visible standing water

- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door

## Existing Issues/ Concerns

R.O.W. - 80'  
 Street Width - 50'  
 ADT - 3800



Areas of street patching - Approximately 2,650 sf

5th Avenue Existing Conditions  
**WAREHOUSE DISTRICT HERITAGE STREET PLAN**

Existing Photos



1 Long views at high point in road towards Washington Avenue



2 Long views towards Ford Center from intersection of 3rd Street



3 Pavement in streets in good condition. Shared bike lane and on-street parking conflicts



4 Sidewalks on the block appear in good condition but have steep grades

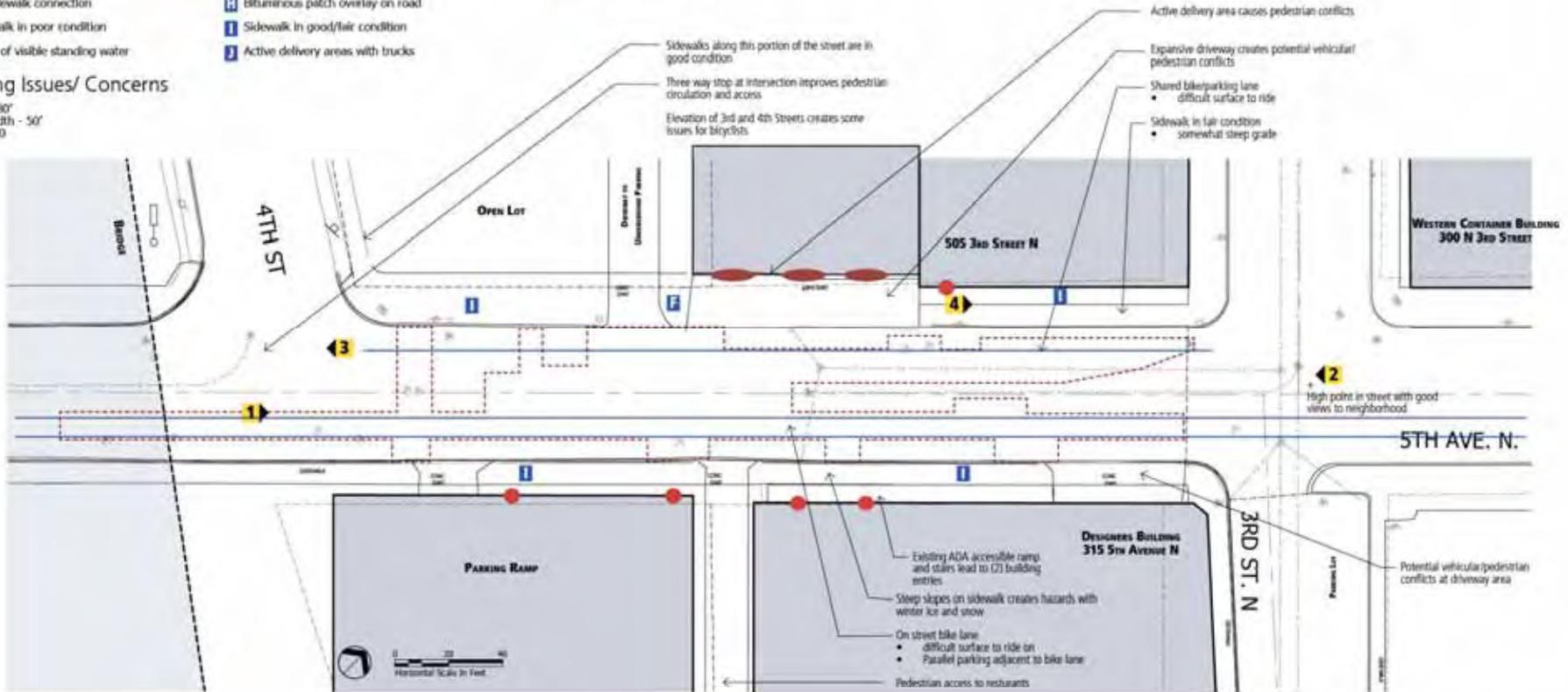
- A Concrete loading dock not ADA Accessible
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- C No sidewalk connection
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- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door

Existing Issues/ Concerns

R.O.W. - 80'  
Street Width - 50'  
ADT - 3800



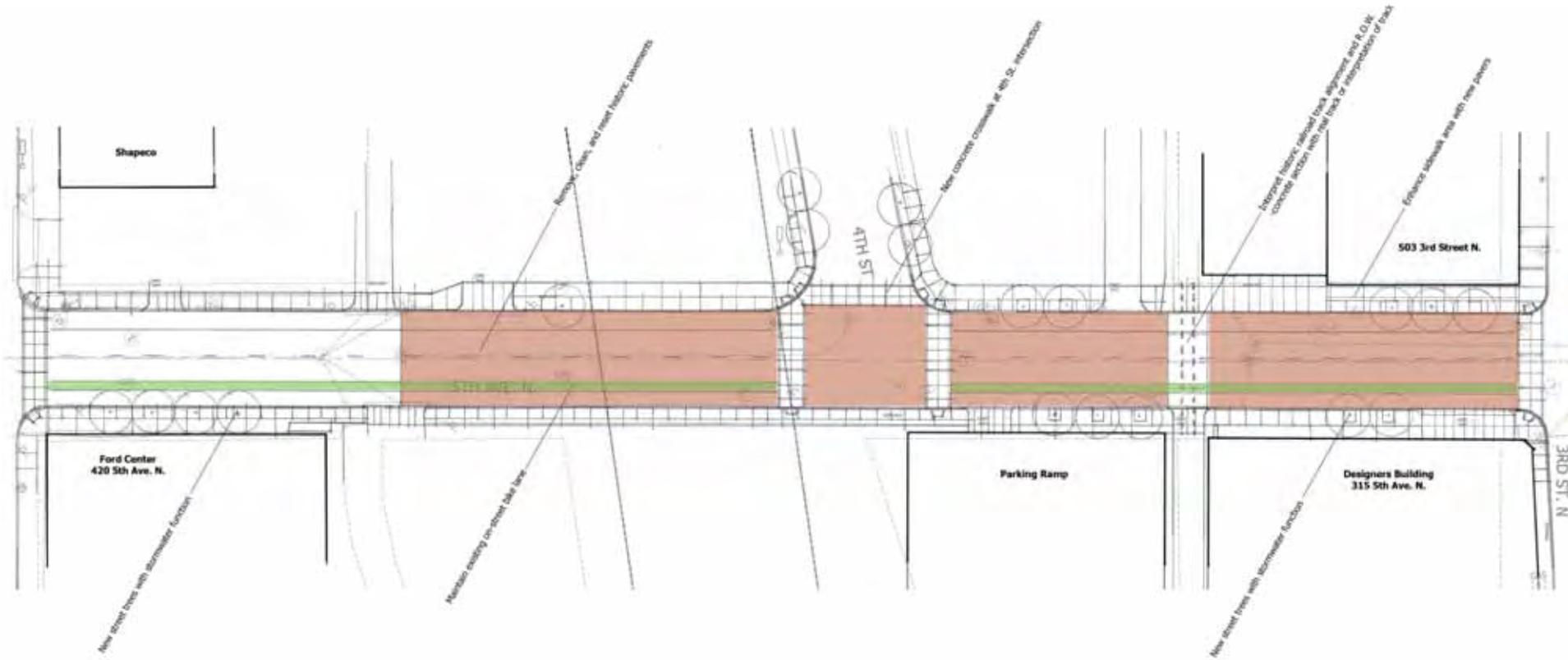
Areas of street patching - Approximately 10,400 sf

## 5th Avenue N. (4th Street N to 5th Street N)

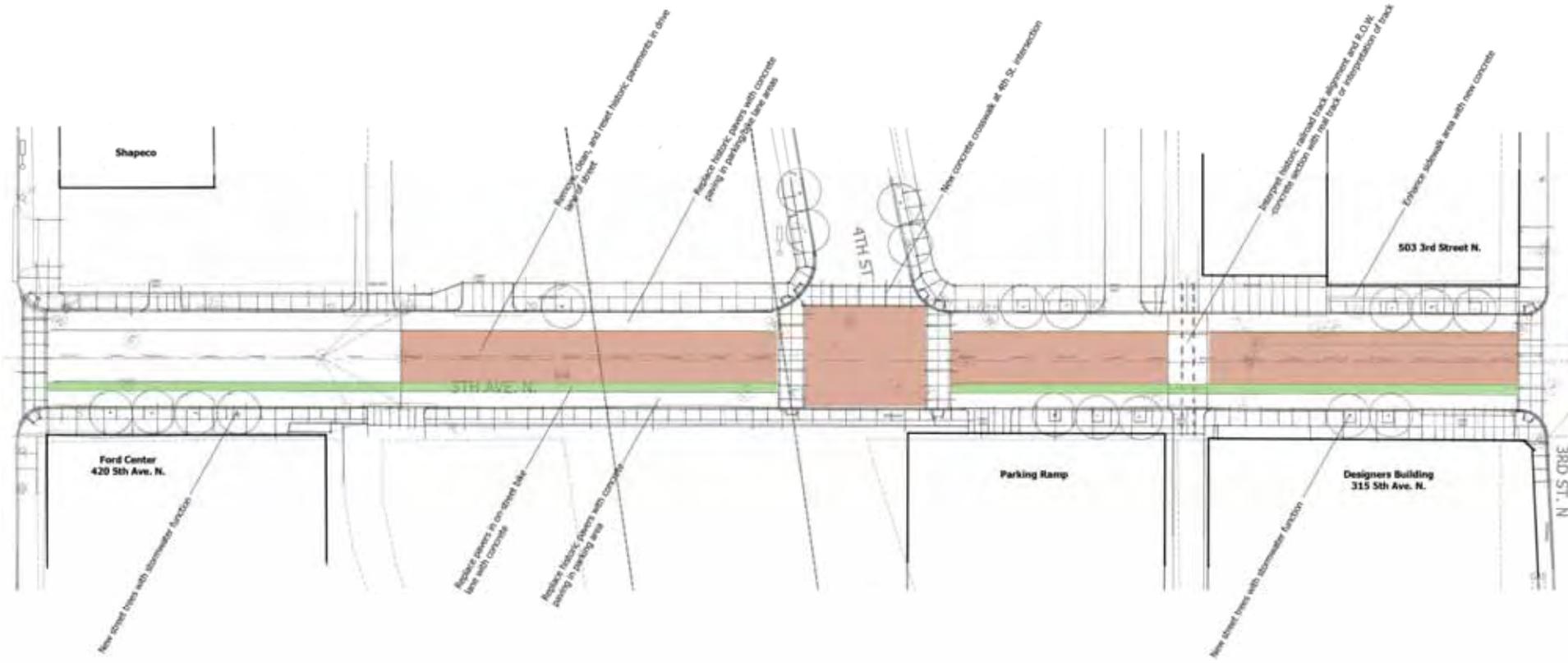
- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 50' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on street parking on portions of both sides of the street. A majority of this parking is metered parking.
- It is estimated about 30% of the historic street pavement is exposed and roughly about 70% of the pavement is covered with bituminous patching.
  - Very little visible areas of pavement settling
  - Estimated 70% of pavement appears to be in fair to good condition
- Sidewalk exists on both sides of the street.
  - Sidewalk on the west side of street is in poor condition based on visual analysis. Sidewalk is interrupted by numerous driveways to parking areas. Curbs also appear to be in fair condition.
  - Sidewalk on the east side of street is in poor condition based on visual analysis. Curbs also appear to be in fair condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- ADA accessibility
  - Accessibility on both sides of the street is considered fair. Steep sidewalk slopes can cause issues in the winter months.

## 5th Avenue N. (3rd Street N to 4th Street N)

- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 50' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on-street parking on portions of both sides of the street. All of this parking is metered parking.
- Historic pavements are visible only in half of the street. It is estimated about 55% of the historic street pavement is exposed and roughly about 45% of the pavement is covered with bituminous patching.
  - Very little visible areas of pavement settling
  - Estimated 85% of pavement appears to be in good condition
- Sidewalk exists on both sides of the street.
  - A short section of sidewalk along the west side is new. Remaining areas of sidewalk on the west side of street is in poor condition based on visual analysis. Sidewalk is interrupted by numerous driveways to parking areas and alleys. Curbs also appear to be in fair to poor condition.
  - Sidewalk on the east side of street is in fair condition based on visual analysis. Curbs also appear to be in fair condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- ADA accessibility
  - Accessibility on both sides of the street is considered fair. Steep sidewalk slopes can cause issues in the winter months.



- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk



- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk

## Existing Photos



1 Sidewalk in poor condition. Pedestrians prefer to walk in streets vs. loading dock.



2 Loading dock appears private property so perceived no access.



3 Edge of dock in fair to poor condition. Metal infrastructure in fair condition.



4 Concrete surface of loading dock in fair condition.



5 New sidewalk is wide with gentle slope. Potential area to add street trees.

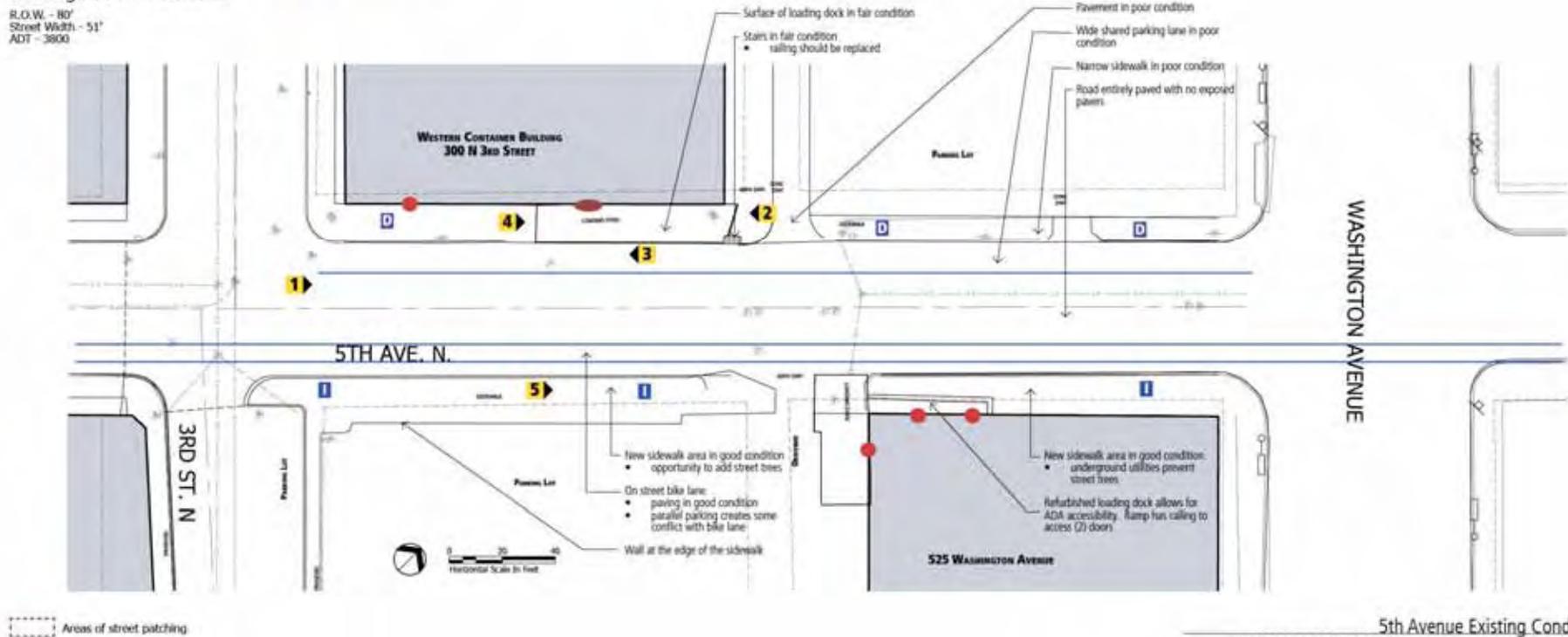
- A Concrete loading dock not ADA Accessible
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- C No sidewalk connection
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- F Multiple driveways create pedestrian/vehicular conflict
- G Damaged driveway
- H Bituminous patch overlay on road
- I Sidewalk in good/fair condition
- J Active delivery areas with trucks

- Pedestrian Door to Building
- Overhead delivery Door

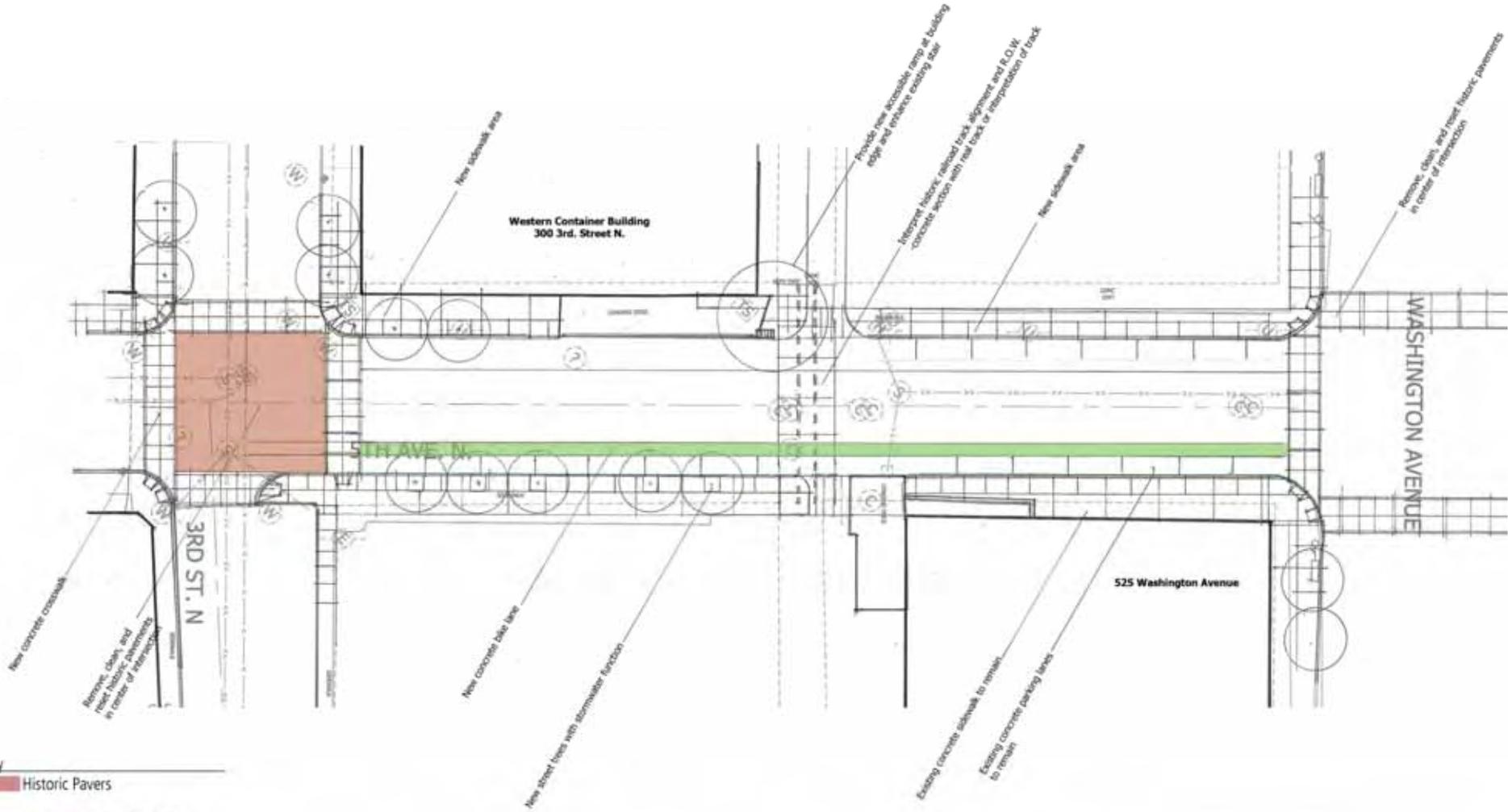
## Existing Issues/ Concerns

R.O.W. - 80'  
Street Width - 51'  
ADT - 3800

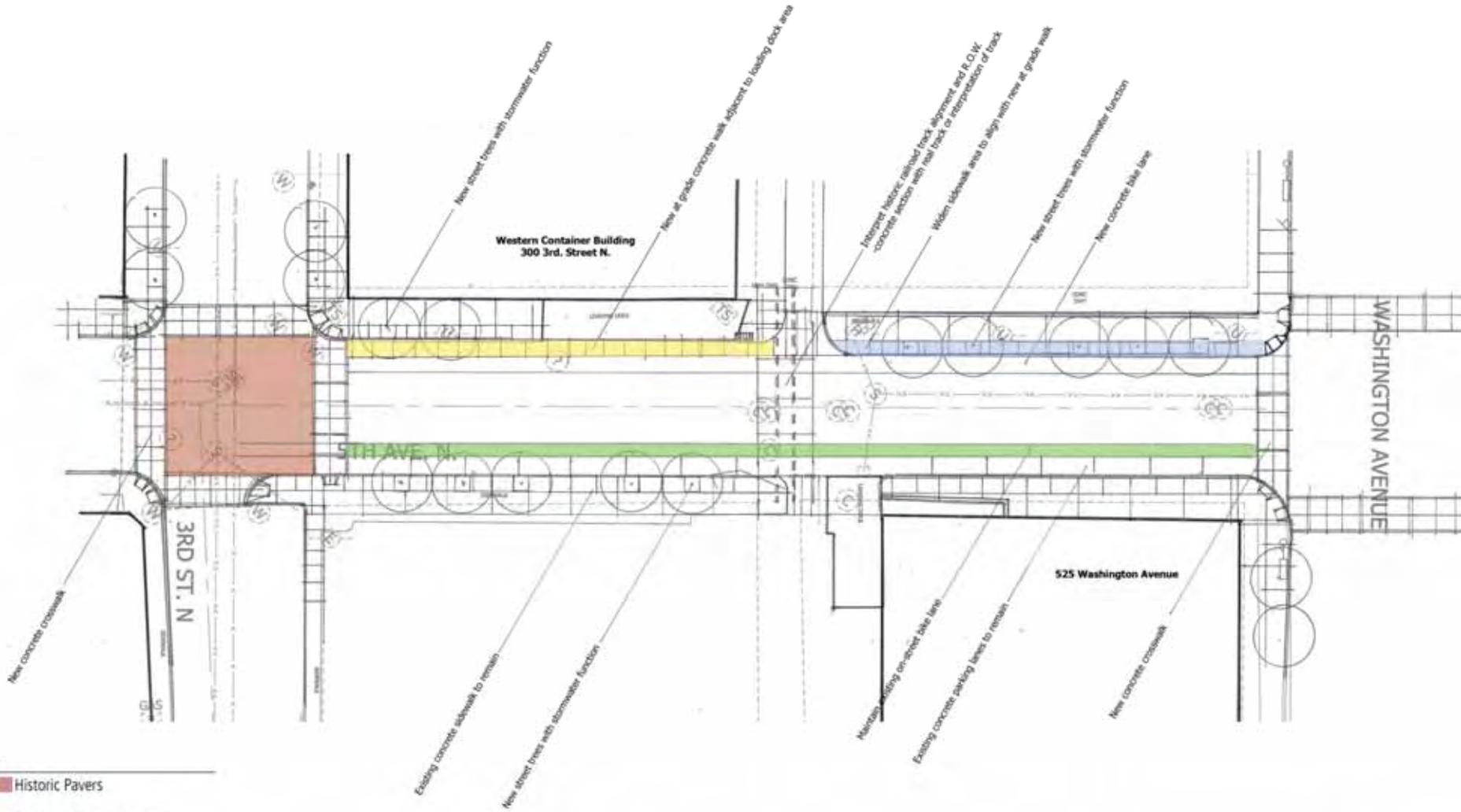


# 5th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 51' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on-street parking on portions of both sides of the street. All of this parking is metered parking.
- No historic pavements are visible in the street.
- New continuous sidewalk on the east side of the street. No sidewalk on SW side of street.
  - Sidewalk along the east side of the street is new. Sidewalk along the NW side of the street in very poor condition. Sidewalk is interrupted by numerous driveways to parking areas and alleys. Curbs also appear to be in fair to poor condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- Loading dock occurs along the SW side of the street.
  - 300 N 3rd Street building has a loading dock that appears to be in poor condition. Loading dock contains a small ramp along the south edge that is not ADA complaint and provides a stair access along the north edge. Loading dock leads to building primary entrance. Loading dock is not active.
- ADA accessibility
  - Accessibility on east side of street is good. Accessibility on west side of street is poor with existing sidewalk in poor condition and loading dock. It is common to see pedestrians walking in the street adjacent to the loading dock area.



- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk



## Existing Photos



1 View north along Traffic Street



2 Missing granite cobbles



3 Road paving in fair to good condition

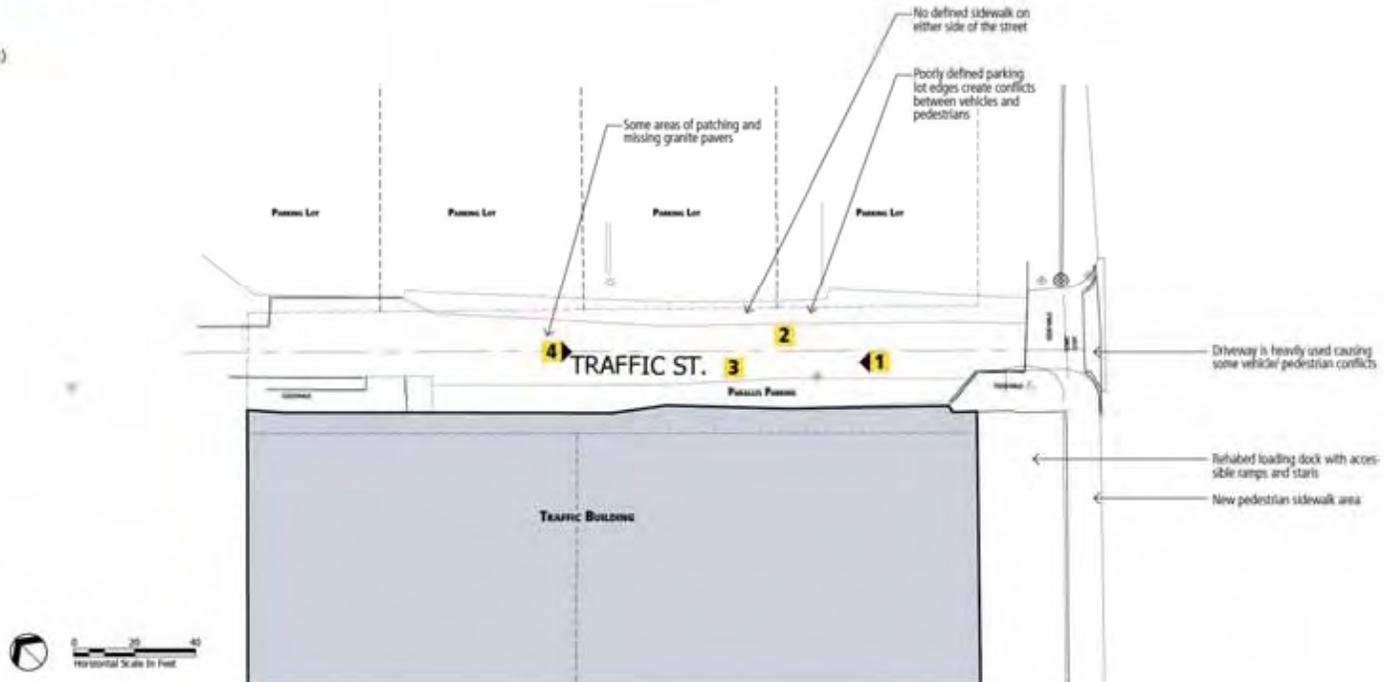


4 View towards Downtown along Traffic Street

- A** Concrete loading dock not ADA Accessible
- B** No pedestrian ramp
- C** No sidewalk connection
- D** Sidewalk in poor condition
- E** Areas of visible standing water
- F** Multiple driveways create pedestrian/vehicular conflict
- G** Damaged driveway
- H** Bituminous patch overlay on road
- I** Sidewalk in good/fair condition
- J** Active delivery areas with trucks

## Existing Issues/ Concerns

R.O.W. - 40'  
 Street Width - Varies (22' - 25' wide)  
 ADT - Undefined (Not a Municipal State Aid Street)

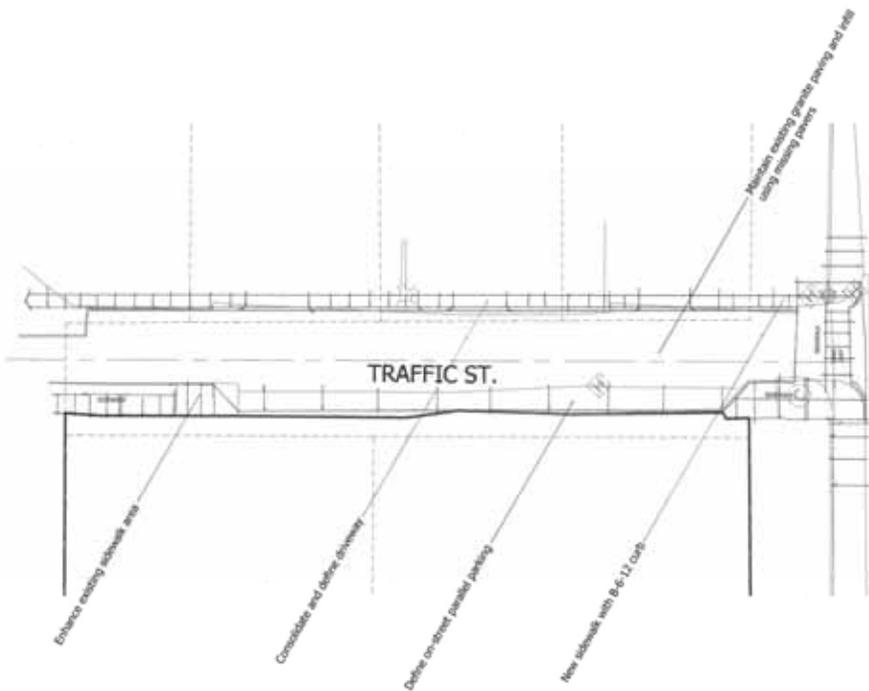


Traffic Street Existing Conditions  
**WAREHOUSE DISTRICT HERITAGE STREET PLAN**

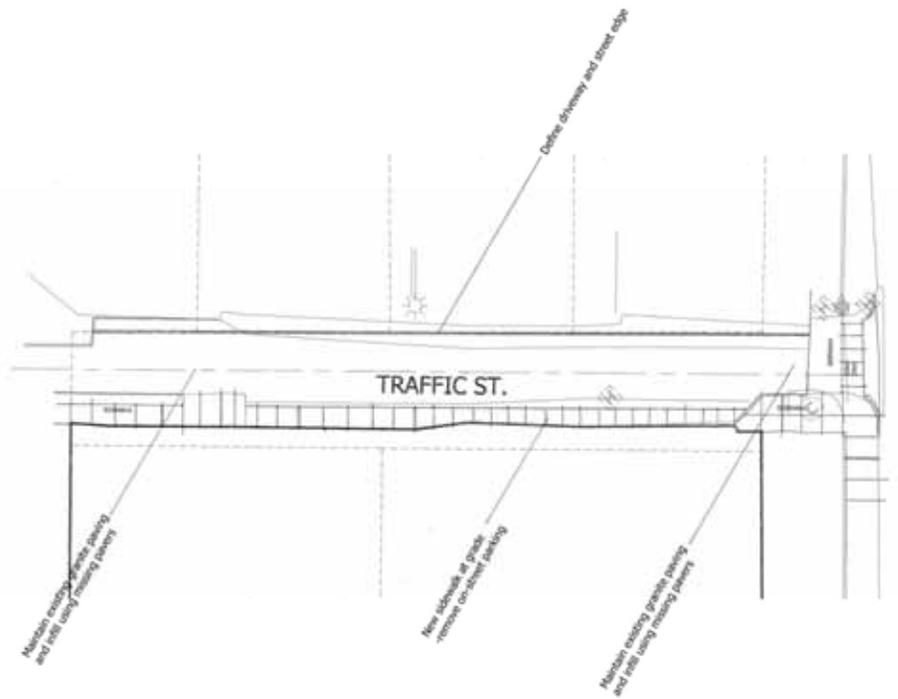
# Traffic Street

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- Existing ROW along Traffic Street is 40' wide
- Current Street width varies between 22' and 25' wide
- Traffic Street is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on the south side of the street and parking lots along the north side.
- Historic granite pavements are visible in the street. Historic granite paving appears to be in good condition but there are visible areas of missing pavers. Some pavement settling has also occurred.
- No sidewalks exist along either side of the street.
- ADA accessibility
  - The street is not ADA accessible.



Concept A



Concept B

- Key**
- Historic Pavers
  - On-Street Accessible Walk
  - Expanded Sidewalk

## Existing Photos



1 View north west along 2nd Avenue N towards the river



2 View of historic paved street, sidewalk area and sandstone curb along 2nd Avenue N



3 View along loading dock on northwest edge of 2nd Avenue N



4 Close up view of historic Parington pavers placed in 2nd Avenue roadway



5 Wide view of 2nd Avenue N. Paving is generally in good condition and remains very level throughout the entire roadway

- A** Concrete loading dock not ADA Accessible
- B** No pedestrian ramp
- C** No sidewalk connection
- D** Sidewalk in poor condition
- E** Areas of visible standing water
- F** Multiple driveways create pedestrian/vehicular conflict
- G** Damaged driveway
- H** Bituminous patch overlay on road
- I** Sidewalk in good/fair condition
- J** Active delivery areas with trucks

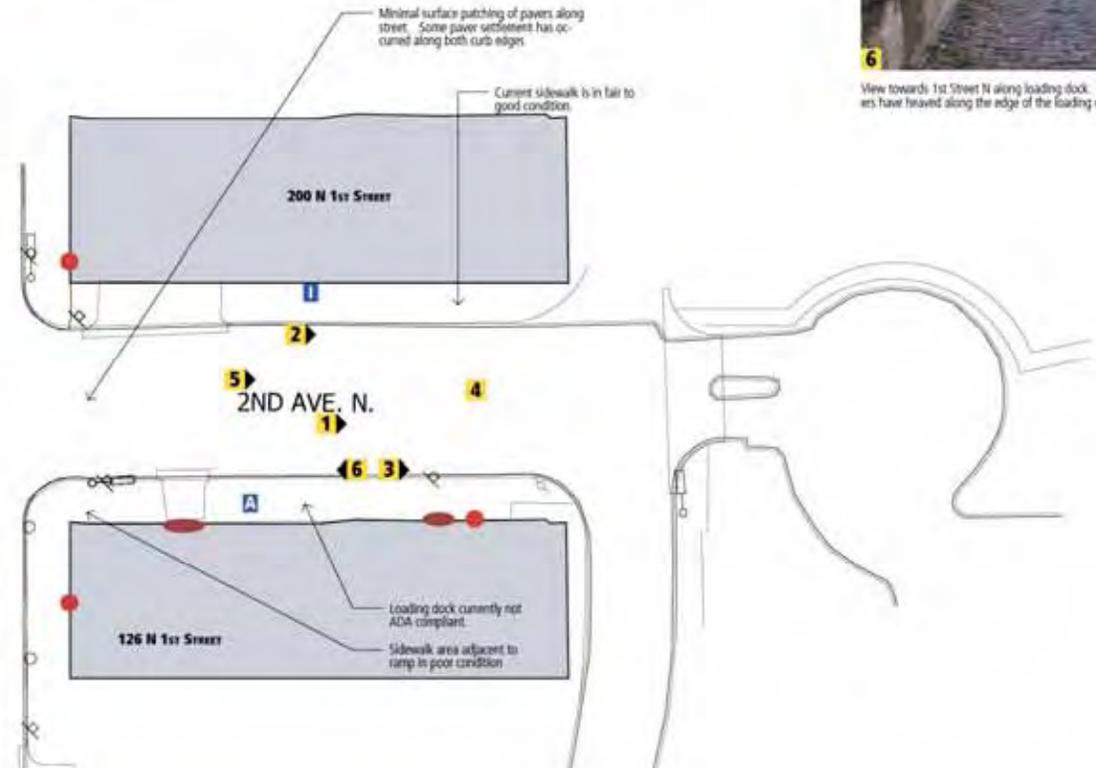
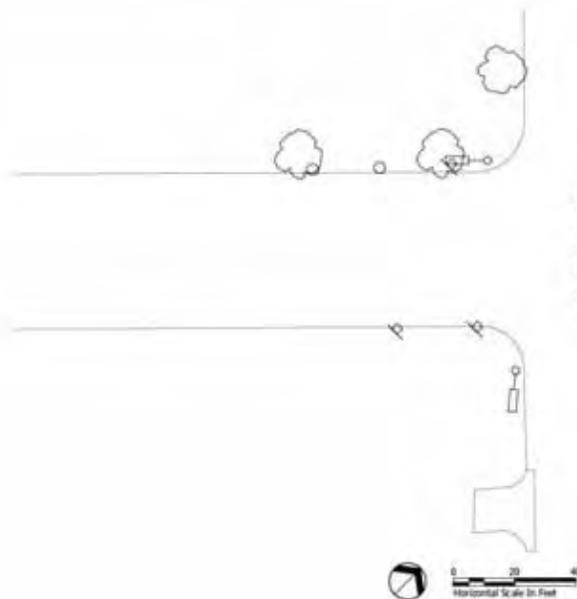
## Existing Issues/ Concerns

R.O.W. - 77'

- Pedestrian Door to Building
- ◐ Overhead delivery Door

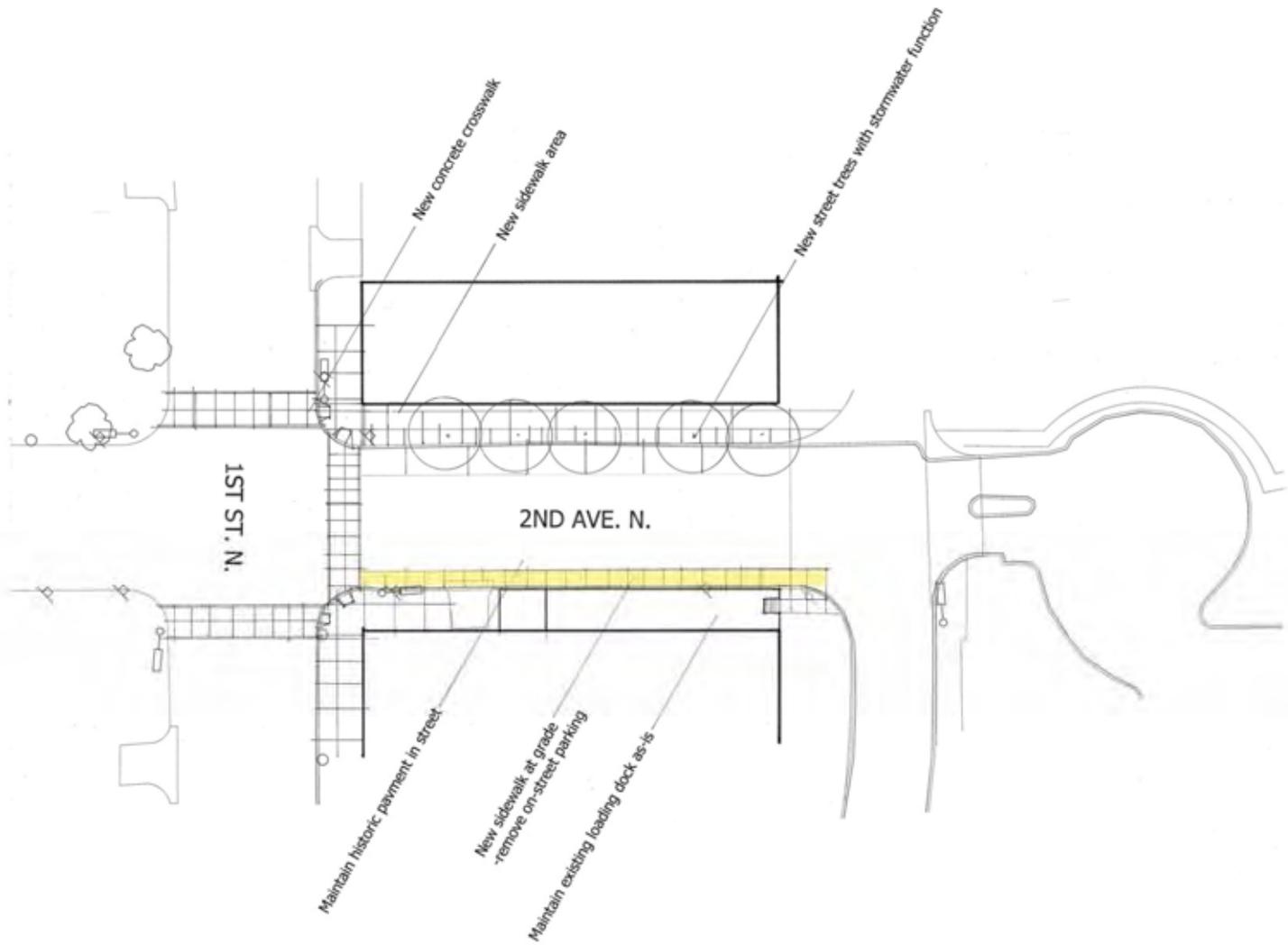


6 View towards 1st Street N along loading dock. Some pavers have heaved along the edge of the loading dock area

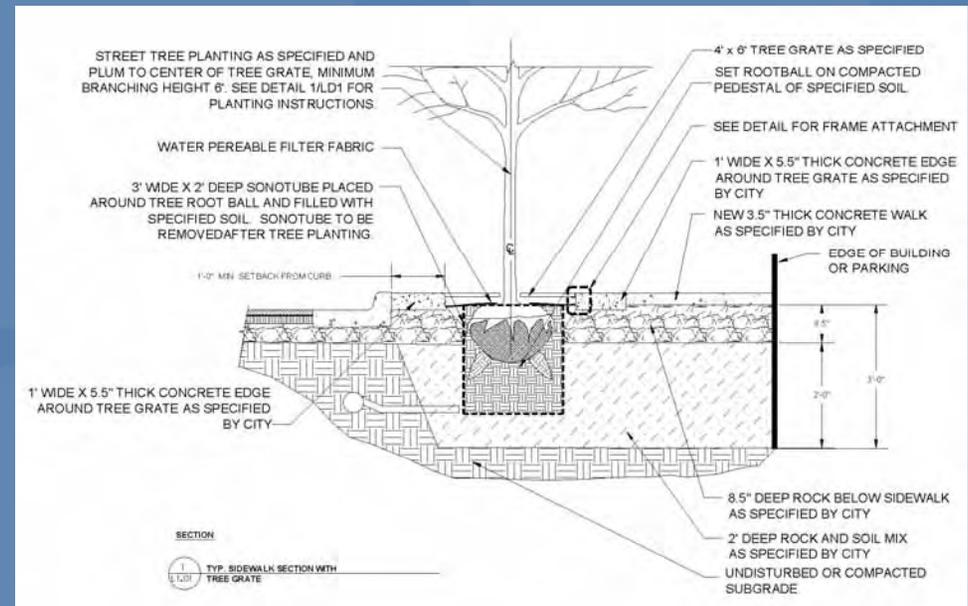
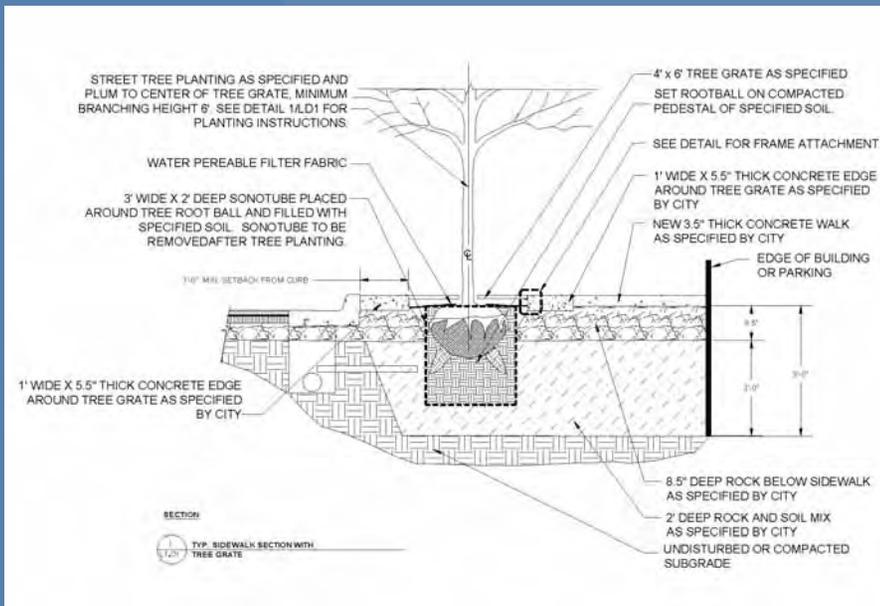


## 2nd Avenue N. (1st Street N to Federal Reserve Parking Lot)

- Existing ROW along 2nd Avenue N is 80' wide
- Current Street width is 47' wide
- 1st Avenue N is a designated MSA (Municipal State Aid) route
- There is currently on-street parking on both sides of the street.
- Almost all historic pavements are visible. It is estimated about 97% of the historic street pavement is exposed and roughly about 3% of the pavement is covered with bituminous patching.
- Sidewalk exists on the north side of the street.
  - Sidewalk on the north side of street is in good/ fair condition based on visual analysis. Curbs also appear to be in fair condition.
- Loading dock occurs along the SE side of the street.
  - Loading dock contains a small ramp along the south edge that is not ADA complaint and provides a stair access along the north edge. Loading dock leads to building secondary entrance.
  - Loading dock is not active.
- ADA accessibility
  - Accessibility on the north side of the street is considered good



# Stormwater Details



# Questions/ Comments

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- Any questions may be directed to **Beth Elliot**

# Next Steps

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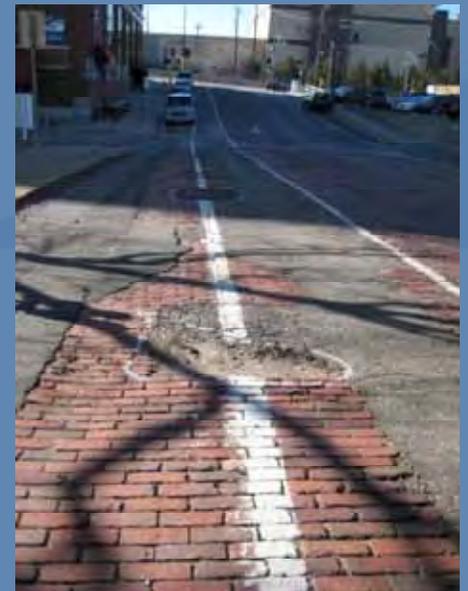
- Final Analysis, Planning Assumptions and Concept Plan graphics will be placed on website this week.
- Next Meeting ***March 3rd, 2011***
  - *Discuss and make decisions regarding the Concept plans for each street section*
  - *Cost Estimates for concept plans*
  - *Implementation Strategies*

# Extras

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# Study Goals and Objectives

- The primary goal of the study is to develop a street by street strategy for:
  - *Preserving the character of the Warehouse District by retaining (and possibly rehabilitating) the remaining historic materials and industrial infrastructure*
  - *Meeting ADA accessibility requirements*
  - *Meeting Minneapolis Public Works' need for street and sewer repairs and enhanced stormwater management*



■ Primary Project Objectives:

- *Balance interests related to sustainability, accessibility, and preservation to get to a product that will make final recommendations.*
- *Develop a matrix to provide guidance and help make decisions regarding the preservation, accessibility and balance all modes of transportation. The matrix will include financial implications/ considerations to aid in the decision making process.*
- *Develop a final product that is similar to engineering schematics for the design of all of the heritage streets and infrastructure which will serve as an implementation tool for the NL Small Area Plan and Warehouse District Guidelines.*



# Project Issues

- **ACCESSIBILITY** - balance accessibility issues with preservation of existing historic infrastructure and limited space. The plan will need to accommodate each of the various travel modes, including accessible sidewalks for pedestrians.
- **INFRASTRUCTURE IMPROVEMENTS** - The plan needs to accommodate existing and new infrastructure to support roadway improvements, sewer repairs, and future redevelopment efforts.
- **HISTORIC PRESERVATION** – The plan will need to maintain the character of the project area by preserving the remaining historic paving materials and industrial infrastructure.
- **STORMWATER MANAGEMENT** – The options will benefit from integrating stormwater innovation and management techniques into the design. A key challenge will be maintaining historical levels of impervious coverage while meeting current stormwater management regulations.

- **PUBLIC INVOLVEMENT** - Stakeholder involvement will nurture a responsive plan and foster a core group of advocates to share in its implementation. It will be important to work with the community to understand what exists, review street options, and provide recommendations that reinforce the City's vision for the Heritage Streets and create a sense of community pride.
- **POTENTIAL FUNDING OPPORTUNITIES** - It will be important to define creative opportunities for future funding of Heritage Street improvements and recommendations. Additional funding from traditional sources must also be defined.